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BIRTHS.
On January 15th, at No. 4 Mount Sophia, Singapore, the wife of Rev. W. T. CHERRY, of a son.

At 53 Spottiswood, Singapore, on the 15th January, the wife of T. TANAKA, Japanese Consul, of a son.

At 12 Quinsan Gardens, Shanghai, on 21st inst., FRANCIS AUGUSTA CLIFTON.

MARRIAGE.
On 18th January, at Holy Trinity Cathedral, Shanghai, Capt. F. BOVE, China Navigation Co., son of A. Boyd of Bushey Park, Bristol, to FIDEL BERTRAM, daughter of C. G. Noel of Sefton Park, Liverpool.

DEATHS.
At the Laou Kung Mow Cotton Mill, Shanghai, on the 22nd of January, the wife of H. FOX, of a daughter.

On January 23rd, at Shanghai, STANLEY AINSBURY, late master of the American ship *Atlas*.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JANUARY 28, 1905.

CRIME IN HONGKONG.

(23rd January.)

In a brief advertisement upon crime in the Colony a Shanghai contemporary asserts that for the past few weeks Hongkong has developed a record which would put to shame a far west American mining centre, and which has even outpaced Manila. It alludes to the weekly budget of murder cases, suicides, criminal assaults and robberies, and says that, if this season of crime continues, Hongkong will be as notorious for crime as it was for plague. Granted that at the December and January Criminal Sessions the calendars presented by the Attorney General contained an unusual number of indictments of the gravest character, and that the Chief Justice will have another capital charge to deal with at the February sittings statistics of crime in the Colony during the past year go far to prove that Hongkong is not nearly so bad as she is painted. The real application of any test concerning the increase of crime comes when we reach the volume of summary offences dealt with by our magistrates. As we have already seen we are here met with a decrease which, having regard to the efficiency of our police, whose duty is to prevent rather than detect crime, is surely a satisfactory state of affairs for the Colony. The number of cases tried by the magistrates in 1904 amounted to 13,467; and that in 1903 to 13,669, shewing a decrease of 202. In 1902 the number of cases dealt with at the Magistracy was no less than 16,070 as against 14,531 in 1901, 14,081 in 1900, 10,153 in 1899 and 13,341 in 1898. Statistics, such as these, are always useful from whatever point of view we regard them, and when one comes to get at facts that lie behind the array of figures the results are instructive and, so far as those under consideration at present are concerned, somewhat surprising. As our civilisation advances we become more and more surrounded with a network of Ordinances and police regulations and so forth, mainly directed to the interests of the public safety, health and comfort, and it is the incurring of the prescribed penalties by persons under these varied and various enactments and provisions that a large percentage of cases at the Magistracy is due. It is the multiplication of these offences which would account for a rise in the criminal statistics and not any increase of actual crime. Indictable offences, or those tried at the Criminal Sessions, which constitute, of course, the serious crime of the Colony, may be set on one side with the

comforting remark that, comparatively speaking, they show little or no tendency to increase; indeed, rather the opposite, when the great increase of our cosmopolitan population is considered.

THE ST. PETERSBURG RIOTS.

(24th January.)

The civilized world was recently startled by the report that the down-trodden millions of Russia had at length found leaders willing and able to give expression to their thoughts, their feelings and their wrath at the shortcomings of their rulers. It is now even more amazed at the tragic turn in the tide of affairs at St. Petersburg. But a few weeks ago representatives of the people discussed the text of an important document embodying recommendations for reforms in State administration. This was presented to the Tsar, and shortly afterwards it was given forth that certain changes would be effected. It appears that the Government took this step with a view to pacifying the Socialist and Revolutionary parties, but, contrary to expectation, it has had the result of still further incensing them. So strong, indeed, has become the movement that the government will experience the greatest difficulty in stemming its strong current, and further arresting the progress of the culture of the country which they have stopped for so many years by their bureaucratic rule over society. "Injustice has reached the limit of endurance, and death is preferable to intolerable suffering," is the cry of the oppressed toilers, who have declared their readiness to die before the Winter Palace if no reply is given to their prayer. On Sunday fifteen thousand of the so-called strikers started out to make a peaceful demonstration in front of the Tsar's home overlooking the Neva. They were unable to reach the Winter Palace as Cossacks and Uhlans opened fire, slaughtering the workmen by hundreds, and finally driving them back. Not to be beaten, however, the demonstrators have erected barricades at Basil Island and are endeavouring to put up similar defences in that beautiful street known as the Nevsky Prospect. That the dawn of a revolution seems near at hand will readily be imagined on reading the intelligence sent by our London correspondent and through Reuters' agency. What the outcome will be it is impossible to forecast. The Tsar has fled, troops remain in the streets, the rioters are accumulating explosives, and fellow workmen have already defeated the military outside of the city and are now marching into the capital. The day of reckoning seems very near at hand, and Russia is, indeed, to be sincerely pitied just now. Since the fall of Port Arthur the people have become increasingly untruly, and we were told that they have lost faith in the Government. That they have realised they were living in a fool's paradise must have been apparent many months ago when the Government embarked upon the war. They soon saw the Baltic Fleet pottering about until it became the laughing stock of the world and nearly brought further disaster upon the country by their hysterical voyage down the North Sea. This was followed by its slow progress to the Far East at the same time as Kurapatkin was scrambling out of Manchuria and Stocess being hard pressed at Port Arthur. The state of the country is terrible, indeed; Russia is reaping as she has sown, and the harvest is the inevitable vindication of an intolerable weight of tyranny to which her people have for so long been subjected.

TANJONG PAGAR DOCK CO.

(25th January.)

The following circular was issued in London, under date Dec. 20th, to the shareholders in the Tanjong Pagar Dock Company, Limited:—
I beg to advise you that we have just been informed by the Colonial Office that, in view of the peculiar position occupied by this company at Singapore and the public interests that are involved therein, it has been decided to appropriate the Tanjong Pagar Dock Company, Limited, and to vest its assets in the Colonial Government. The Colonial Office further states that the Governor of the Straits Settlements will prepare and introduce an Ordinance for this purpose, which will provide for settlement of the terms of expropriation by agreement, or failing that, by arbitration. I am directed to assure you that, in common with the Board, this committee will use every means in their power to safeguard the interests of the shareholders in this company. By order of the Committee, I am, &c. Lewis Fraser, Secretary of the London Consulting Committee.
In another column we reproduce the editorial comments on this circular, printed in the *Straits Times* of the 18th inst. It will be observed that the writer remarks that "rather than risk the heavy charges of the Tanjong Pagar Dock Company, [steamship] owners have, in many cases, preferred to get their vessels overhauled at home, or have sent them on to Hongkong to the Kowloon Docks, though in the latter case it was perhaps a leap out of the frying pan into the fire." In reference to the latter statement it is needless for us to assert on what slender evidence—the opinion of our southern contemporary is based. The statement, if left uncontradicted, may give rise to erroneous impressions, which may be prejudicial to the interests of Hongkong. Not so very long ago we printed in these columns the report of a meeting of the United States Merchant Marine Commission, appointed to investigate the conditions which handicap American shipping interests in competition with other nations of the world. Amongst the voluminous evidence taken before the Commission at San Francisco, the president of the Pacific Mail Steamship Company laid stress on the importance of the docking accommodation

in Eastern waters to the shipowners in the States. He stated before the Commission that he could have all his ships docked and overhauled in Hongkong at 55 per cent less than what it costs in San Francisco. Moreover, he asserted that the Pacific Mail Company would rather have the cleaning and painting of their ships done in the Orient, all other things being equal, because—and he regretted to say it—the Chinese labourers did better work than the Americans. That the charges in Hongkong for the repairing and overhauling of ships with the same degree of efficiency must necessarily compare to the advantage of the local docks as against the home yards, there is no question, since the cost of skilled labour is so infinitely smaller here, in Hongkong, where Chinese for the most part are employed as artisans and mechanics under technical and practical European supervision. Times out of number has it been publicly stated by private shipping firms that work entrusted to the Hongkong and Whampoa Dock Co. is in every respect equal to the best of its kind turned out in the home yards at much greater cost. And we believe we are correct in stating that the Lords Commissioners of the Admiralty hold the same high opinion of the labour and workmanship accounted for by the Hongkong Docks. We have it on the authority of the Chairman of the Company, in his speech at the last ordinary meeting, that "the contract made with the Admiralty in December last [1903] for a thorough refit of H.M.S. *Glory* was successfully completed within the contract time, to the satisfaction of the Naval Authorities." The nature and extent of the work on the battleship were, until then, considered of a magnitude and description to be carried out only at Portsmouth. Quite recently when the Joint River Steamboat Companies contemplated an addition to their fleet of steamers, tenders were invited from home yards and the local builders, and as a result the Hongkong Dock Co. secured the contract at a figure which it was impossible for the firms at home to underbid. Similarly, did our Company obtain by public competition the order from the U. S. Government for the *Fathomer*, which was handed over in its finished condition to the Philippine Government as a craft, the like of which it would have rounded to the credit of the best firms of builders to turn out from any yard at home or in the States. It will be seen that Hongkong is in the unique position to hold its own against any and every competitor, and now that the Tanjong Pagar Co. is on the eve of being expropriated by the Home Government under the second of the two theories advanced in these columns a few weeks since as the ground for the justifiable action of the Colonial Office, we feel certain that the position of the Hongkong Dock Co. will remain as unassailable as it has been in the past. Guided as it is by the policy of maintaining its numerous establishments up to the high standard of efficiency they have attained, we may claim, without hesitation, for this concern, the credit of being second to none in the East.

SUBORDINATE CIVIL SERVANTS.

(26th January.)

It may be stated that we are harping on the principle of the labourer being worth his hire in reverting once again to the question of adequate compensation being paid to those subordinate members of the Government service who do not rank with their brother-officers in the privilege of drawing exchange compensation by reason of the inordinate rise in the cost of living in Hongkong, within the past decade and a half. This is a subject which has frequently been brought to the notice of the public through the medium of these columns, and now that it is being re-opened by reason of another petition having been sent to the Government asking that the Secretary of State for the Colonies be requested to reconsider his last decision in the matter, we feel it devolves upon us to again support the cause and endeavour to get a redress of the grievance. Had it not been for the fluctuation of the purchasing value of the dollar the hardship entailed, owing to the refusal of Government to grant exchange compensation, would certainly not have proved such a serious burden to the low-salaried men in the Service, and although at present the price of the white metal has considerably appreciated evidence is wanting to show that the dollar will remain at anything approaching its present high rate. Assuming that it does, it cannot be taken for granted that, once prices of all commodities have been put up, they will be brought down in like ratio to the appreciation in the gold value of the dollar. Two years ago exchange fell to as low as 1/62d. to the dollar with the result that the cost of living rose to a remarkable extent, rents were increased, food became dearer, and hardship in many ways was inflicted upon those not drawing salary in sterling or being without exchange compensation. In time the sterling worth of the dollar began slightly to rehabilitate, but tradespeople and others saw no reason for reducing their charges. Indeed, the low dollar has been responsible for high rates in many directions, and when subordinate Civil Servants have approached the Secretary of State for some compensation, the reply received has been to the effect that he is unable to grant any increase of salaries or any relief by way of exchange compensation, the ground for refusal being that sufficient reason had not been shown for such on the part of the petitioners. In July 1900 a Commission, appointed by H.E. Sir H. A. Blake and consisting of Messrs. Shawan, Gray, and Gillies, reported on the salaries of the subordinate members of the Service, and an

alternative scheme was adopted by Government, which had for its object the classification of its officers. Unfortunately, the benefit from this has been exceedingly small to the majority of members in the lower branch of the Service, while the advantages accrued to those domiciled in gold standard countries was equal to about a hundred per cent increase in salary plus exchange compensation. Mr. T. H. Whitehead championed the cause of the subordinate members of the Service and was instrumental in bringing about the appointment of the Commission. As the general question will now be reviewed by the present Governor who, it may be expected will approach the subject with an unbiased mind, it is to be hoped in the interests of the petitioners that their renewed effort will meet with that fair measure of success which their case undoubtedly merits. It is to us a matter for surprise that the lower branch of the Government service still retains such a large number of capable, efficient, painstaking and industrious officers of unimpeachable integrity since it is considered that, as a class, they are underpaid when compared with their brethren in the commercial and other services in the Colony. There is a hard case, and controlling no influence in the higher branch of the Service that can command any support of a cause, which, until redressed, remains as a standing grievance against a Government possessed of ample and adequate resources for the administration of a most important Colony. The lower branch of the Service is no less important than the higher as a component of the whole machinery which moves in the administration of the public service, and while we were strenuous in our advocacy of a well-paid service when the higher officials were concerned, we feel it incumbent on ourselves in pure impartiality to reiterate with persistency our support of a cause which must be espoused by all right-minded individuals, be they civil servant or unofficial. With His Excellency's sense of justice and fairplay, we trust he will recognise the fairness of the petitioners' prayer and grant it as the tardy recognition of an old-standing grievance.

A DEAL IN CEMENT.

The circumstances under which the Philippine Government has recently awarded a contract for the supply of thirty thousand barrels of cement impresses upon us the necessity of watching our commercial interests in Hongkong, and guarding against the action of foreign competitors in their endeavours to underbid us in affairs of trade. Towards the close of last year the Civil Commission advertised for tenders for the supply of the cement which is to be used in the harbour improvements now being made at Cebu, and quite a number of firms from all parts of the world submitted bids. These were opened on the 31st December, and a few days ago the consulting engineer of the Commission announced that the successful tenderers were the Alsen Portland Cement Co., of Hamburg, who have agreed to deliver the cement by the 1st April at the price of \$2.27 G. per barrel. It is against this decision that many of the Manila merchants have since taken strong objection, one of their most important grounds of protest being that the successful bidders did not submit a sample barrel of cement for test, and that instead of sending a cheque or bond with their tender, as exacted by the rules, they deposited it to the credit of the Government in San Francisco. Exception was taken most strongly to the question of the test barrel, and among those protesting against the award was the Manila agent for the Emerald Green Island brand of cement who had submitted a tender for the contract. It appears, however, that efforts have been directed towards belittling his objection the allegation having been made that "there never has been, nor is there now a single barrel of Emerald Green Island cement submitted to the office of the consulting engineer for test." We are pleased to see that the interest of the Hongkong factory is so carefully looked after by the representatives of the Green Island Cement Co. at Manila. We have consequently no hesitation in stating that we do not believe the assertion made as the reason for the failure of the Green Is. Co. to obtain the award by the omission of one of the essential particulars, since we cannot for one moment imagine it to be possible for the general managers of such an efficiently conducted company to make so serious an omission when tendering for a heavy contract. As we recently pointed out in our columns, when describing the plant at Hokun, the most severe tests are always required by the Government officials and dock contractors in Hongkong where two very large graving docks, capable of holding the biggest ships in the world, are in course of construction; one being built by the British Admiralty and one by Messrs. Butterfield and Swire, and Green Island cement is being exclusively used in the construction of both. If the standard of the local product can satisfy the most exacting of tests applied by the British Naval experts and officers of the Royal Engineers, we fail to see in what respect the Green Is. Co. could have felt any apprehension as regards the tests which their cement might be subjected to by the engineer in charge of the Cebu harbour works. But arising out of the whole question of the awarding of the contract is a point the importance of which cannot be underestimated by local firms having representatives in the Philippines through whom they are in the habit of dealing. It has been alleged that the Alsen Portland Cement Co. is not represented in

Manila and in no way helps to support the Government; consequently it can readily underbid any local firm who bears these burdens. The policy of the Government, according to the *Far Eastern Review*, has been to purchase in the local market whenever possible, being opposed to making foreign purchases direct, so much so that in many instances orders are placed with local houses, allowing them ten per cent profit, above the actual cost. In the case in point it is stated that there are many German firms in Manila through whom the tender for the supply of cement could have been placed. As a matter of fact, a Chinese merchant tendered in form on the same brand of cement, quoting \$2.57 G. per barrel. The difference between this and the bid from the factory must necessarily represent the merchant's profit plus the cost of conducting business under American laws, or 30 cents per barrel. The *Review* asserts that, if the same course of action had been pursued by the Green Island Cement Co., in cutting under their Manila agent, by a direct bid, there is little doubt but they would have secured the contract. If such be the case and the successful tenderers are not represented in Manila the action of the Commission is entirely opposed to Governor Wright's policy that marked the relations of the Government with the commercial public of the archipelago. Should foreign firms having no agents in the Philippines be permitted to outbid others with local representatives the Government might as well put up the shutters so far as genuine business is concerned. In the case under consideration the extra thirty cents per barrel on the goods offered by the Chinaman, bidding according to published specifications, would have amounted to \$9,000. This difference represents the profits of the agent, all of which, it is argued in Manila, would have remained in the Philippines. The revenue tax of one-third of one per cent on the entire importation would have amounted to \$229, payable directly into the coffers of the government again. The remainder would have gone to swell the successful bidder's invested capital, to be turned over and over, subjected to new taxation at each transaction, until it would be difficult to judge just how much of the original \$9,000 the government would have received back in the shape of internal revenue and Customs taxes. However that may be, the award in itself, though not representing too large a sum of money, involves a question fraught with considerable interest to this Colony. For situated in the very neighbourhood of the Philippines and possessed of every condition necessary to the production of the best product, as far as cement goes, Hongkong should have been in the position of ousting in the Philippines every brand of cement turned out from the European factories. The Archipelago holds out splendid prospects of a lucrative market for the local product, and what with the harbour scheme in progress, the railways and other important public works in contemplation those Islands should offer a splendid outlet for the productions of Hongkong's manufacturing. They need, at any rate, careful and constant watching.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

ST. PETERSBURG STRIKERS

CHARGED BY TROOPS.

PREVENTED REACHING PALACE.

[From Our Own Correspondent.]

LONDON, 22nd January, 5.05 p.m.

The riots of the strikers continues throughout the whole of St. Petersburg, and the troops have been called upon to make repeated charges on the people.

Efforts made by the workmen to reach the Winter Palace have been frustrated by the soldiers, and it is estimated that the casualties are at least two hundred.

Father Gapon, the young leader of the strikers, has been wounded.

THE UPHEAVAL IN RUSSIA.

STRIKERS' CASUALTIES.

MILITARY DEFEATED.

LONDON, 23rd January, 4.40 p.m.

The St. Petersburg correspondent of the *Westminster Gazette* has wired to his journal that the total casualties in the recent fighting were, in round figures, 2,000 killed and 5,000 wounded.

The strikers have since seized thousands of explosives.

Twelve thousand Capiloff (?) workers have, after a severe fight with government troops, succeeded in defeating the military and are now marching into the capital.

Opium for China.

[From Our Own Correspondent.]

BOMBAY, 26th January.
The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 908 chests of Malwa opium. Prices are as follows:—
Malwa (New) Rs. 1,070
" (Old) " 1,770
" (Oldest) " 1,850

A MISSION OF MERCY.

H.M.S. "HUMBER"

LEAVES FOR PORT ARTHUR.

23rd inst.

We understand on reliable authority that H.M.'s storeship *Humber*, which left here about 7 p.m. on Saturday, is proceeding to Weihaiwei, Port Arthur and Dalny with medical stores, appliances, etc., for use for the wounded. Fleet Surgeon P. B. Handyside, R.N., has embarked on the *Humber*, which may put in at Shanghai on her way to the north. It will be remembered that in our columns a few days since we stated that H.M.S. *Andromeda* had been despatched with medical comforts, etc., to Port Arthur, on the fall of the stronghold, but while being thanked by the Japanese, was politely informed that her presence was not then required.

ALICE MEMORIAL HOSPITAL.

24th inst.

The annual meeting of the Finance Committee of the Alice Memorial, Netherlands, and Alice Memorial Maternity Hospitals was held last evening. Among those present were:—Hon. Mr. A. W. Brewin (Chairman), Dr. Mitchell, Thomson, and Ho Kai, Revs. H. R. Wells and T. W. Pearce, Messrs. S. W. Tso, A. Mackenzie, A. Rumjahn, Chau Siu Ki and Clark, and Dr. Gibson (Secretary).

The minutes of the last annual meeting were read and confirmed.

TREASURER'S REPORT.

Mr. Wells, in submitting his report, said there had been an exceptionally heavy expenditure this year in the matter of furniture—about \$800—spent mainly in connection with the Materiel Hospital, but thanks to Mr. Brewin, Mr. Chau Siu Ki and other friends, they had been able to clear off this balance.

Mr. Rumjahn moved the adoption of the report.

Mr. Chau Siu Ki seconded the motion, which was carried.

BALANCE SHEET.

In presenting the balance sheet of the Alice Memorial Maternity Hospital Building Fund, Dr. Gibson said the hospital opened free of debt. With Dr. Ho Kai and others, funds had come in as promised.

Dr. Thomson moved, and the Rev. T. W. Pearce seconded, that the balance sheet as submitted be adopted. Carried.

THANKS.

Mr. A. Mackenzie moved a vote of thanks to those who had been at work in connection with the accounts during the year. On Mr. Wells, as honorary treasurer, a great deal of work devolved and he could assure the committee they were fortunate in securing the services of a man like Mr. Wells. They also owed a heavy vote of thanks to Mr. Lawson, the auditor. He had done his work carefully and well as they all knew, and well deserved the thanks of the Finance Committee.

RE-ELECTION OF CHAIRMAN.

The Hon. Dr. Ho Kai had much pleasure in proposing the re-election of Mr. Brewin as chairman for the coming year. It was entirely due to his energetic action in 1904 that the balance of \$3,600 odd was wiped off. In Mr. Brewin they had a most energetic and sympathetic chairman of the Finance Committee, and he certainly thought that no one in the Colony could occupy that position in a more effective manner than he (Mr. Brewin) had.

Mr. Tso seconded the motion, which was agreed to.

The Hon. Mr. Brewin thanked them for their kindness shown in acknowledging the kind way Dr. Ho Kai had spoken of him, and said it was very gratifying to read the good record of progress made by the Hospital since 1887, the steady increase in the number of patients, and the large additions to the accommodation. He was very glad to know that during the present year they would have another reminder in existence in Hongkong of the debt we owe to the philanthropy of Dr. Ho Kai and his family. He suggested to those most keenly interested in extending the Materiel Hospital and wished to further its work would be in the establishment of what is called in India a Zenana Mission. Considerable support is received by the Chinese at present, as can be seen by the names on the committee. If they received their support, imagine what it would be if they were practically benefiting from the hospital. At present they are purely actuated to subscribe by abstract evidence. Until they had penetrated into Chinese families—which can only be done by the advent of a lady doctor—and convinced the Chinese ladies that they and their children will derive practical benefit from European doctors, they could not expect, he thought, much greater assistance than they receive at present. Mr. Wells and Dr. Ho Kai were very kind in remarking what he had done towards wiping off the hospital's debt. They would all agree with him in wishing Dr. Gibson *bon voyage*, and permitting him to recruit his health after the arduous labour which the post he holds entails.

Dr. Gibson thanked the members of the committee for their kind wishes. His work was pleasure to him, and he hoped to resume it after his short holiday.

A vote of thanks to the chairman terminated the proceedings.

From the 1904 report of the above institutions we learn that throughout the year the numbers of cases treated has been well maintained, the outpatient department showing an increase of 4359 over returns for 1903. It is gratifying that through the generous help of friends at home and in the Colony the Materiel Hospital has been erected, furnished and no debt remains on the building. In 1887 the Alice Memorial Hospital was opened, in 1893 the Netherlands, and in 1904 the Alice Memorial Maternity Hospital, and in 1905 the Ho Kai Memorial Hospital, which has already been begun, will be completed. The site of

BELLIOS PUBLIC SCHOOL.

ANNUAL PRIZE-GIVING.

THE GOVERNOR ON FEMALE EDUCATION.

23rd inst.

The fourteenth annual presentation of prizes in connection with the above school took place at noon, to-day, H.E. the Governor (Sir Matthew Nathan, K.C.M.G.), kindly distributing the prizes to the successful scholars. He was accompanied by Mr. R. A. B. Ponsbury, his Private Secretary, and Mr. E. A. Irving, Inspector of Schools, there being a very large attendance of parents, old scholars and friends of the pupils. The proceedings were prefaced by a short programme, in which the girls took part, of drilling and club swinging, recitations, dumb-bell drill by the junior girls (which was really very good), and singing. All the items were cleverly presented, and reflect the highest credit on Mrs. Bateman, the Head Mistress, and her able staff of assistants. The programme being concluded,

THE REPORT.

The Inspector of Schools read the following report addressed to the Hon. Mr. F. H. May:—
Sir—I have the honour to forward you the 14th annual report of the Bellios Public School for Girls.

Attendances.—These show a decided improvement on the last few years, partly due, no doubt, to the absence of the plague epidemic which has so seriously affected our numbers in former years. The average daily attendance (excluding the Chinese girls-learning Chinese only) for this year is 113.635 as compared with 1903-93: 1902-89: 1901-85: 1900-80: 1899-75: 1898-70: 1897-65: 1896-60: 1895-55: 1894-50: 1893-45: 1892-40: 1891-35: 1890-30: 1889-25: 1888-20: 1887-15: 1886-10: 1885-5: 1884-0: 1883-0: 1882-0: 1881-0: 1880-0: 1879-0: 1878-0: 1877-0: 1876-0: 1875-0: 1874-0: 1873-0: 1872-0: 1871-0: 1870-0: 1869-0: 1868-0: 1867-0: 1866-0: 1865-0: 1864-0: 1863-0: 1862-0: 1861-0: 1860-0: 1859-0: 1858-0: 1857-0: 1856-0: 1855-0: 1854-0: 1853-0: 1852-0: 1851-0: 1850-0: 1849-0: 1848-0: 1847-0: 1846-0: 1845-0: 1844-0: 1843-0: 1842-0: 1841-0: 1840-0: 1839-0: 1838-0: 1837-0: 1836-0: 1835-0: 1834-0: 1833-0: 1832-0: 1831-0: 1830-0: 1829-0: 1828-0: 1827-0: 1826-0: 1825-0: 1824-0: 1823-0: 1822-0: 1821-0: 1820-0: 1819-0: 1818-0: 1817-0: 1816-0: 1815-0: 1814-0: 1813-0: 1812-0: 1811-0: 1810-0: 1809-0: 1808-0: 1807-0: 1806-0: 1805-0: 1804-0: 1803-0: 1802-0: 1801-0: 1800-0: 1799-0: 1798-0: 1797-0: 1796-0: 1795-0: 1794-0: 1793-0: 1792-0: 1791-0: 1790-0: 1789-0: 1788-0: 1787-0: 1786-0: 1785-0: 1784-0: 1783-0: 1782-0: 1781-0: 1780-0: 1779-0: 1778-0: 1777-0: 1776-0: 1775-0: 1774-0: 1773-0: 1772-0: 1771-0: 1770-0: 1769-0: 1768-0: 1767-0: 1766-0: 1765-0: 1764-0: 1763-0: 1762-0: 1761-0: 1760-0: 1759-0: 1758-0: 1757-0: 1756-0: 1755-0: 1754-0: 1753-0: 1752-0: 1751-0: 1750-0: 1749-0: 1748-0: 1747-0: 1746-0: 1745-0: 1744-0: 1743-0: 1742-0: 1741-0: 1740-0: 1739-0: 1738-0: 1737-0: 1736-0: 1735-0: 1734-0: 1733-0: 1732-0: 1731-0: 1730-0: 1729-0: 1728-0: 1727-0: 1726-0: 1725-0: 1724-0: 1723-0: 1722-0: 1721-0: 1720-0: 1719-0: 1718-0: 1717-0: 1716-0: 1715-0: 1714-0: 1713-0: 1712-0: 1711-0: 1710-0: 1709-0: 1708-0: 1707-0: 1706-0: 1705-0: 1704-0: 1703-0: 1702-0: 1701-0: 1700-0: 1699-0: 1698-0: 1697-0: 1696-0: 1695-0: 1694-0: 1693-0: 1692-0: 1691-0: 1690-0: 1689-0: 1688-0: 1687-0: 1686-0: 1685-0: 1684-0: 1683-0: 1682-0: 1681-0: 1680-0: 1679-0: 1678-0: 1677-0: 1676-0: 1675-0: 1674-0: 1673-0: 1672-0: 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767-0: 766-0: 765-0: 764-0: 763-0: 762-0: 761-0: 760-0: 759-0: 758-0: 757-0: 756-0: 755-0: 754-0: 753-0: 752-0: 751-0: 750-0: 749-0: 748-0: 747-0: 746-0: 745-0: 744-0: 743-0: 742-0: 741-0: 740-0: 739-0: 738-0: 737-0: 736-0: 735-0: 734-0: 733-0: 732-0: 731-0: 730-0: 729-0: 728-0: 727-0: 726-0: 725-0: 724-0: 723-0: 722-0: 721-0: 720-0: 719-0: 718-0: 717-0: 716-0: 715-0: 714-0: 713-0: 712-0: 711-0: 710-0: 709-0: 708-0: 707-0: 706-0: 705-0: 704-0: 703-0: 702-0: 701-0: 700-0: 699-0: 698-0: 697-0: 696-0: 695-0: 694-0: 693-0: 692-0: 691-0: 690-0: 689-0: 688-0: 687-0: 686-0: 685-0: 684-0: 683-0: 682-0: 681-0: 680-0: 679-0: 678-0: 677-0: 676-0: 675-0: 674-0: 673-0: 672-0: 671-0: 670-0: 669-0: 668-0: 667-0: 666-0: 665-0: 664-0: 663-0: 662-0: 661-0: 660-0: 659-0: 658-0: 657-0: 656-0: 655-0: 654-0: 653-0: 652-0: 651-0: 650-0: 649-0: 648-0: 647-0: 646-0: 645-0: 644-0: 643-0: 642-0: 641-0: 640-0: 639-0: 638-0: 637-0: 636-0: 635-0: 634-0: 633-0: 632-0: 631-0: 630-0: 629-0: 628-0: 627-0: 626-0: 625-0: 624-0: 623-0: 622-0: 621-0: 620-0: 619-0: 618-0: 617-0: 616-0: 615-0: 614-0: 613-0: 612-0: 611-0: 610-0: 609-0: 608-0: 607-0: 606-0: 605-0: 604-0: 603-0: 602-0: 601-0: 600-0: 599-0: 598-0: 597-0: 596-0: 595-0: 594-0: 593-0: 592-0: 591-0: 590-0: 589-0: 588-0: 587-0: 586-0: 585-0: 584-0: 583-0: 582-0: 581-0: 580-0: 579-0: 578-0: 577-0: 576-0: 575-0: 574-0: 573-0: 572-0: 571-0: 570-0: 569-0: 568-0: 567-0: 566-0: 565-0: 564-0: 563-0: 562-0: 561-0: 560-0: 559-0: 558-0: 557-0: 556-0: 555-0: 554-0: 553-0: 552-0: 551-0: 550-0: 549-0: 548-0: 547-0: 546-0: 545-0: 544-0: 543-0: 542-0: 541-0: 540-0: 539-0: 538-0: 537-0: 536-0: 535-0: 534-0: 533-0: 532-0: 531-0: 530-0: 529-0: 528-0: 527-0: 526-0: 525-0: 524-0: 523-0: 522-0: 521-0: 520-0: 519-0: 518-0: 517-0: 516-0: 515-0: 514-0: 513-0: 512-0: 511-0: 510-0: 509-0: 508-0: 507-0: 506-0: 505-0: 504-0: 503-0: 502-0: 501-0: 500-0: 499-0: 498-0: 497-0: 496-0: 495-0: 494-0: 493-0: 492-0: 491-0: 490-0: 489-0: 488-0: 487-0: 486-0: 485-0: 484-0: 483-0: 482-0: 481-0: 480-0: 479-0: 478-0: 477-0: 476-0: 475-0: 474-0: 473-0: 472-0: 471-0: 470-0: 469-0: 468-0: 467-0: 466-0: 465-0: 464-0: 463-0: 462-0: 461-0: 460-0: 459-0: 458-0: 457-0: 456-0: 455-0: 454-0: 453-0: 452-0: 451-0: 450-0: 449-0: 448-0: 447-0: 446-0: 445-0: 444-0: 443-0: 442-0: 441-0: 440-0: 439-0: 438-0: 437-0: 436-0: 435-0: 434-0: 433-0: 432-0: 431-0: 430-0: 429-0: 428-0: 427-0: 426-0: 425-0: 424-0: 423-0: 422-0: 421-0: 420-0: 419-0: 418-0: 417-0: 416-0: 415-0: 414-0: 413-0: 412-0: 411-0: 410-0: 409-0: 408-0: 407-0: 406-0: 405-0: 404-0: 403-0: 402-0: 401-0: 400-0: 399-0: 398-0: 397-0: 396-0: 395-0: 394-0: 393-0: 392-0: 391-0: 390-0: 389-0: 388-0: 387-0: 386-0: 385-0: 384-0: 383-0: 382-0: 381-0: 380-0: 379-0: 378-0: 377-0: 376-0: 375-0: 374-0: 373-0: 372-0: 371-0: 370-0: 369-0: 368-0: 367-0: 366-0: 365-0: 364-0: 363-0: 362-0: 361-0: 360-0: 359-0: 358-0: 357-0: 356-0: 355-0: 354-0: 353-0: 352-0: 351-0:

in the direction of the teaching of anatomy from the cadaver, but we have gone, I think, as far as we can go under present conditions. And now we only await a college building for the more efficient training of our students, especially in the subjects of anatomy and chemistry, the former of which requires a dissecting room and the latter a well equipped laboratory, and I think I may say that this is already beginning to take shape on paper, although we have not yet reached the mortar and the practical stage of bricks and mortar. The College has now 40 students attending its courses of lectures which is double the number of students that we had only five years ago, and this ever increasing pressure on our space renders it necessary that we

should materialize our ideals and with this aim in view we hope to do no distant date to awaken the sympathies and lower the purse-strings of our many friends here, and in China, and at home, and thus add one more monument to those which already testify so loudly to the marvelous progress and stability of our Colony. The wording of our diploma runs as follows, in both English and Chinese:—"We, the Dean, Lecturers and Examiners of the Hongkong College of Medicine for Chinese, hereby declare that Mr. having attended courses of lectures during a period of five years, in the various departments of professional study required by the College has been examined and has duly satisfied the examiners in each of those subjects; that he is qualified to practice medicine, surgery and midwifery; and that by authority of the Court of the College he is hereby granted the title of Licentiate in Medicine and Surgery of the Hongkong College of Medicine for Chinese." I now have the honour to present to your Excellency Mr. Au Sz Cham, Mr. Ma Luk, Mr. Eugene Lionel de Souza and Mr. To Yung Kwan, to receive at your hands the diplomas which they have so justly earned.

His Excellency having graciously presented the certificates said: "It has given me much pleasure to hand the licenses to the gentlemen whom you have presented to me, Mr. Dean, and I congratulate them upon having entered and qualified in a profession which has for its noble aim, the saving of life, and the diminution of human suffering. (Applause.)"

Hon. Mr. F. H. May, C.M.G., said:—On behalf of the Hongkong College of Medicine for Chinese, I beg to tender your Excellency our thanks for coming here to-day. We know how many demands on your time are made at this season of the year, and therefore we appreciate all the more your coming here to-day.

The proceedings then terminated.

ELLIS KADOORIE CHINESE SCHOOLS SOCIETY.

HONAM COLLEGE.

PRESENTATION OF PRIZES.

A very pleasant function took place on Saturday (21st inst.), when Mr. Ho Kohn Tong, of Hongkong, distributed the scholarships and prizes to the successful pupils in Honam College, Canton, affiliated to the Ellis Kadoorie Chinese Schools Society. A large number of visitors were present and the seating accommodation was taxed to its utmost. In his report, which opened the proceedings, the headmaster (Mr. Kirkhope) laid stress upon the apathy of many parents and guardians who do not interest themselves sufficiently in the pupils and see that they occupy profitably all their time. The co-operation of parents was sought in order to prevent the demoralising influence of irregularity and unpunctuality, of slovenliness and untidiness, weaknesses which gradually become inherent, and which were encouraged by the laxity of many private adventure schools. "Education," said Mr. Kirkhope, "aims largely at character-building, and the teacher can be really assisted by parents who are in sympathy with him, and who do their best to have the lessons of propriety inculcated in the school, applied in the home."

In all, eighteen scholarships (entitling to free education for varying periods), and 35 prizes (eight of which were for the Chinese School) were awarded. Mr. Ho Kohn Tong then made an interesting and encouraging address to the pupils and teachers, in the course of which he took the opportunity to mention the Society's appreciation of the services of the late Headmaster (Mr. Sterling).

In a few closing remarks, the Headmaster said that he had reserved two items of news which would give pleasure, one to the pupils, and the other to the Society. That for the pupils' delight was that Mr. Ho Kohn Tong had just offered, most generously, a bursary for competition among them. The bursary would be of the value of \$50, and would be awarded at the annual prize distribution to the Dux of the English School. That which would gratify the Society was that at the examination held five days previously to entrance for Imperial Customs Service, pupils of Honam College had obtained 1st, 2nd, 3rd, 4th, and 7th places. Both these items of news were greeted with great applause.

After briefly thanking the Commander and Officers of H.M. "Mascot" for the use of flags for decoration purposes, Mr. Ho Kohn Tong both for his generosity and for his kind words of encouragement, and all the visitors for their attendance, the Headmaster called for three cheers for all those present who had interested themselves in the College—a request to which the scholars responded with energy.

THE LATE BISHOP PIAZZOLI.

SOLENN REQUIEM MASS AT THE R. C. CATHEDRAL.

A solemn Requiem Mass was sung in the R. C. Cathedral this morning, for the repose of the soul of the late Right Reverend L. M. Piazzoli, Bishop of Clameuse, and Vicar Apostolic of Hongkong. His Lordship the Right Rev. João Paulo d'Azevedo, Bishop of Macao, officiated, being assisted by French, Italian, Spanish, Portuguese and Chinese clergy, there being in all fifty priests present. During the Pontifical High Mass, which commenced at nine o'clock, and concluded at a quarter past eleven, the special rites were observed, consisting of the five absolutions, pronounced by priests representing the five nationalities above mentioned. The Consul General for Italy, Chev. Z. Volpicelli, was unable to be present owing to indisposition, but with floral wreaths he sent a letter of condolence and regret. The Consuls-General and Vice-Consuls present were: A. G. Romano, and J. J. Leiria for Portugal, P. A. Marty for Spain, N. Port for Austro-Hungary, and T. Hamman for Belgium. The Cathedral had been draped in black, the catafalque in the centre being surrounded by a black velvet canopy trimmed with silver fringe, and beneath, on the coffin, was placed the mitre, rochet, alb and stole of the deceased prelate, while his cross and staff were placed at the head. From the roof above hung long festoons of black and white to the floor below, the pillars and upper windows being similarly draped.

The music was rendered by St. Joseph's choir, with taste and grave solemnity. The church was crowded in every part, not a vacant seat being available for late-comers after the hour set for the solemn rites. Immediately within the altar rails had been set special seats for the visiting clergy, among whom were the Rev. Fathers Floro and Fourquet, chaplains to their Lordships the Bishop of Macao and Canton, respectively, the Rev. Father Ilidio and Luz, representing the Seminary of Macao; the Rev. Fathers Gomez, representing the Parish priests of Macao, and the Rev. A. Gomez, S. J. Memorial cards of very neat design, bearing on the front a speaking likeness of the late Bishop Piazzoli, had been printed by the French Fathers at their Nazareth Press in Pokfulam, the Bishop of Macao and friends, for distribution among sympathizers, as souvenirs of the deceased prelate.

In delivering the funeral oration, Father Spade, who spoke in Portuguese, said "Your Excellency, Reverend Fathers, and brethren—

The recommendation of St. Paul to labour as a good soldier of Christ seemed to be very appropriate to illustrate the memory of the late Bishop Piazzoli, who succumbed in Italy, under the weight of his ministry, at the age of 59 years. After alluding to the feeling of sorrow and condolence received from the Colony and the neighbouring Colonies and tending the thanks of the community to the Governor, the Admirals, the Chief Justice and the leading officials of Hongkong for the expressions of their sympathy, the Rev. Father remarked on the virtues that had adorned the departed and said that during his long career of 35 years in China he truly fulfilled the counsel of the Apostle, "Labour as a good soldier of Christ," as on various occasions he was in danger of his life while executing his ministry. Proceeding, he said that Non. Piazzoli, the youngest son of a large family, was born at Albano, near Milan, of very virtuous parents, and received from them his first education which gave to young Piazzoli a good and intrepid character, inspiring him unconsciously for the most noble of ministries. He continued his education in Bergamo College, going through a classical course as is generally done by those young men who are intended for the ecclesiastical profession. He then studied philosophy, theology, and science, passing successfully his examination in the Seminary at Milan, and in the year 1868 he was ordained priest. To the meanwhile, the young priest was thinking of the sad condition of those poor people who are living without the knowledge of God, he compassionated them and decided to consecrate his life to them. Heroic decision! You all know, said the Rev. Father, what sacrifice a Catholic missionary's life in China entails; generally he has to share the miseries of the poor, exposed to the anti-foreign feeling of the people, and even in danger of life; but no matter, it is God who calls him and He will give the necessary help.

ARRIVAL AT HONGKONG.

The necessary preparations having been made, the young priest was sent to Hongkong, where, at that time, the mission was at its beginning. Much had to be done; it was for all a difficult task, and more so for the young missionary as he was confided with a large territory. Full of ardour he began at once to study the Chinese language, mastered it in a comparatively short time, and simultaneously commenced his apostolic career which was to be both energetic and perilous though full of fruit. Truly, the beginning of his career at once showed the strong character of the valiant missionary, who left his country, parents, friends, position, only for the cause of God, and for the salvation of souls. His life was at that time a wandering one, having no fixed place of abode. Father Louis, as he was generally called, had to begin to open up the field entrusted to him, living simply as the poorest of the Chinese, the good missionary did not spare himself, but became useful for the welfare of all; he instructed the people, gave them counsel, helped them, and in hundreds of instances settled disputes to the general satisfaction of all and thus prevented serious civil fights. Christians and non-Christians alike were surprised to find a man so devoted to every good cause, and the life he led had such good effect on them that, in spite of their early prejudice against foreigners, they made friends with him and asked to be instructed in the faith. But the triumph was not obtained without fighting, and the history of the Church is a standing monument to tell us that the best victories were obtained only at the price of the greatest sacrifices. This had been the case with our late Bishop. Many inhabitants of a village, having intercourse with the Father, and being pleased with the religion he taught, spontaneously resolved to embrace the faith. Their resolution was not pleasing to their neighbours who interfered and put every obstacle in the way, even threatening them with death; but God who wanted these chosen souls gave them such strength that notwithstanding these threats, though they were entirely free, they wished to be baptised. Being sufficiently instructed and after many proofs of constancy and goodwill, Fr. Louis decided to baptise them. After baptism the boys converts were very pleased and satisfied and thought they would have no more trouble from their neighbours. But they were deceived; secretly their neighbours were preparing terrible vengeance to satisfy their hatred and decided to kill the Father and Christians alike. Fr. Louis, having knowledge that the converts were in danger of their lives, as a good shepherd, went at once to help them, ready to give his own life to save that of his sheep.

IN DANGER OF HIS LIFE.

Having no residence, he took lodgings in a small hut, where a Chinese family was living. There he learned the intentions of the natives and discovered that they were blinded with hatred against the poor converts. He made efforts to appease the people, but in vain. The men were decided, at any cost, to destroy the Christians, so he then went to his lodging and recommended the converts to abstain from violence and to be prepared to give up their lives as martyrs to God. At his lodging he heard that he himself was also to be executed. In the meantime, night came, and every measure was taken not to allow the victims to escape. At their evening meal, they made preparations to execute these poor people who were guilty of no crime than that of being Christians. The meal being over, the terrible sound of the "tom-tom," or gong, was heard accompanied by cries of death and imprecations against the poor victims. Terror invaded the whole village without a voice of mercy or pity for the innocents who had barricaded themselves in their houses. The black-thirty gang, armed with rifles and other weapons, and provided with crowbars to break in the doors, entered the village and breaking into the houses, hacked and wounded all that came in their way. They then took with them as prisoners five men who were fathers of families. The women and children then succeeded in escaping in the darkness, leaving all they possessed in the hands of their persecutors. With the light of torches and amidst the sound of the "tom-tom" the five men were tied to a tree, beaten and maltreated in every way. The cries of the poor victims failed to excite compassion in the hearts of the persecutors, and the poor creatures were cut to pieces. Imagine the pain and distress felt by good Fr. Louis when he heard their cries and witnessed the cruel treatment to which they were subjected without being able to give them any assistance! Next day his own terrible hour arrived, he was still hiding in the same hut, the cries of his persecutors threatening him with death ringing in his ears. He prepared to die, glad of having the occasion of giving his blood for the faith for which so many disciples of the cross have given their own in former times. The good Father as a mild lamb

PRESENTED HIMSELF TO HIS PERSECUTORS

at the distance of a few paces. A murderous band at once presented a rifle at him and pulled the trigger. Fortunately, the rifle missed fire. He tried a second and a third time, but with the same result. At this moment an old man, who was standing by, lowered the rifle suggesting that the execution of the Father be deferred to the night as it would be easier for him to conceal the affair in case the foreigners came in to inquire about it. As the day passed the poor Father, being counting with anxiety the hours waiting for his end. At nightfall, a native who some time previously had received some favour

from the missionary, taking pity on him, came to his rescue. The hut, in which the priest was hiding, was only of dried earth bricks, and the good Chinese made an opening at the back of the house, which was facing the fields, and put in some torn clothes, telling the Father to change at once and escape with him. Fr. Louis, perceiving in this a help from heaven, immediately changed his clothes, passed through the opening and took flight through the fields, in search of a secure hiding place. The valiant missionary escaped bodily martyrdom, but not a spiritual one. After this persecution the sufferings through which the Father passed were almost incredible. He was the only support of these persecuted women and children, their only helper and comforter. The difficulties of his ministry were greatly increased because for a long time he had to travel and to work at night in order to avoid the ill-feelings of the natives. Truly, the manly deed of Fr. Louis proved that when God confided a mission to a man He gave the necessary help to fulfil it. No doubt, they could apply to him the words of the Apostle "He fought the good fight." These events instead of having the effect of deterring people from going to him attracted them still more. But new conversations again became the cause of fresh troubles. The local mandarin offered

A BIG PRICE FOR HIS HEAD.

soldiers and other mercenaries were on his track, but being informed of this he escaped. On another occasion it was also a Providential fact that he escaped with his life. He was accompanying a new missionary to his destination travelling in a Chinese junk, at night there was no wind and the craft stopped when suddenly a boat-load of armed pirates tried to board the junk. A terrible fight ensued, firearms were freely used, several men fell dead into the sea and others were severely wounded. The missionaries gave each other the last absolution and baptised a catechumen, as they thought that all was over as the crew of the junk were wounded and the ammunition exhausted. As a last resource, the steersman, who had still some power left, got all the old pieces of iron, broken pots, and everything else of the like on which he could lay his hands and loaded an old cannon which had not yet been used in the fight and fired it. The effect was murderous on the pirate boat as several men were seen to fall and the rest, thinking that the junk was well armed put off at once crying for mercy. But the steersman did not get off safe as the cannon burst, blowing off his right arm and wounding him severely in the side. Though all the crew of the junk except the priest were wounded not one of them was killed. An idea of the terrible fright may be formed from the fact that the next morning the sea around the junk was red with blood. It was in the midst of such dangers and difficulties that Fr. Louis exerted for twenty-one years his apostolic ministry all of which was done while his health was far from being good, as he suffered frequently from fever, brought on most probably by exposure. In the beginning of 1892, the Very Rev. Fr. Burghinoli, died. Fr. Louis was appointed Pro-Vicar Apostolic by Mon. Raimondi. During the three years that he was Pro-Vicar Apostolic he continued the

SAME ACTIVE LIFE IN HONGKONG.

which was his characteristic while he was in the interior of China. He gave a special proof of his zeal in the year 1894 when the plague first appeared in this Colony. Every day he was visiting the plague patients, either in their houses or at the plague hospital, giving them religious consolation and administering the sacraments. In the same year Mon. Raimondi expired and a few months after Fr. Louis was elected Bishop of Olomouc and Vicar Apostolic of Hongkong. In his humility he refused, but the orders of his superiors were irrevocable, so he had to give in. On May 19th, 1895, he was consecrated Bishop, and the marks of respect shown him by all that day as well as the high dignity conferred upon him were a fitting reward for his holy life. Though a bishop he continued to discharge the missionary duties, and, during the succeeding nine years the Catholic institutions of the Colony progressed. The schools were more flourishing, the poor were better looked after, the cathedral was completed with its new and imposing tower and peak of five bells. But his greatest consolation was that when he came to China there were few Chinese Christians, whereas at his death he left a flourishing mission with many chapels and about 7,000 Christians. The great virtues with which he was adorned were concealed under a great modesty which rendered him more respected and endeared him to all. All those of every race and creed who knew him highly respected him and the officials of the Colony showed him every mark of kindness and respect.

WORN OUT BY HIS LABOURS HIS HEALTH BECAME

fail and last May he went home to Italy with the hope of recovering, but on the 26th of December last he passed quietly away. He had much desired to die amongst his children, but God required this last sacrifice of him. We are now orphans of a good Father, concluded the Rev. Father; let us, therefore, be grateful by praying for the repose of his soul. According to our faith we can console ourselves by believing that he whom we mourn may be already enjoying his eternal reward which God gives to His faithful servants, and also believing that in dying we do not lose life, but pass to a better and an everlasting one. Death has taken him away from us, but his virtues will remain as a treasure for us. In charity may we continue to be our shepherd and help us till we be all united together in that place where all is joy and happiness, and may God in His merciful bounty accept the prayers and the holy sacrifice offered, and give him Eternal peace.

SHIPPING JETSA.

The s.s. *Asot* sailed yesterday for Chin-wantao to load a further batch of coolies for South Africa.

The M.M.S. *Ernest Simons* made a quick run up to Shanghai from Hongkong, leaving here at 10 p.m. on 12th inst. she arrived at Wousung at 8 a.m. 15th inst.

THE SS "OALIC"

The term of charter of the s.s. *Gaelic* to the O. & S. S. Co. having expired, Messrs. Butterfield and Swire are acting as agents to the familiar lines for the owners in the East.

It is reported that the s.s. *Munchen* recently sold by Messrs. Farham, Boyd and Co., was purchased nominally by Messrs. Zimmerman, and is now being fitted up with bunk, presumably to proceed to Chefoo to embark Port Arthur refugees.

There are ten steamers of more than 1,000 tons each now being built by the Mitsui Bishi Dockyard and Engine Works at Nagasaki, the Kawasaki Shipbuilding Company at Osaka, all of which are expected to be completed in the course of the present year.

A native boarding-house runner was charged before Mr. Gompertz this morning, with impeding the navigation of the s.s. *Alaria*, yesterday morning, while entering the harbour, by making fast his sampan to the vessel. There have been a great many complaints made lately by shipmasters, the culprits in many cases being these Chinese boarding-house runners, who are perfect pests to incoming steamers, in the way

they flock round the steamers before they are moored. It is not so long ago that this crowd of round moving steamers caused the death of one of the crew, as recorded in these columns at the time. In this case His Worship severely reprimanded the defendant and fined him \$5.

PASSENGER SERVICE OF THE HAMBURG-AMERICA LINE.

For intending passengers to and from Europe via Suva it will be interesting to learn that the Hamburg-America Line of Hamburg has opened a new regular passenger service with the three new passenger boats *Rheinland*, *Rhodia* and *Rugia* together with the two boats *Scandia* and *Slavonia*, which are already known as having been on the line for some time. The three new boats, *Rheinland*, *Rhodia* and *Rugia* are specially built for the tropics, have very large, well ventilated cabins, each provided with two beds one sofa one table, two wardrobes, two washstands, etc., etc. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. The number of passengers is limited to 40 in the first class so as to avoid overcrowding, and about 100 passengers in the steerage. The latter is particularly high and spacious. There is a large and elegantly furnished saloon and a tastefully arranged ladies' parlor. A comfortably fitted up smoking room meets the requirements of gentlemen passengers. The ships are of about 6,500 tons gross register, being able to carry about 10,000 tons of general cargo and have an average speed of about 13 knots. The steamers are to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suva, Port Said, Algiers, Havre and Hamburg. If sufficient inducement offers the steamers can be made to call at Marseilles to disembark such passengers as may desire to travel overland; otherwise such passengers may land at Algiers, from whence there is a regular service three times a week to Marseilles by the mail steamers of the Compagnie Générale Transatlantique. The trip from Algiers to Marseilles takes about 26 hours only. The passage rates by the H. A. L. steamers are comparatively moderate and may be learned on application to the agencies in Japan, China and the Straits.

The s.s. *Cranley* sailed this afternoon for Durban, taking 2,012 coolies, originally shipped at Chin-wantao and Chefoo.

The deputy Vice-Consul for Sweden and Norway kindly informs us that he has received the following telegram from the Consul for Sweden and Norway at Bangkok:—"Nine days' quarantine is established here against all arrivals from Hongkong. Inspection Koh Phai."

The British steamer *Oakley*, which left Cardiff on the 17th of November, with 1,900 tons of coal for Vladivostok, was captured on 15th inst. in the Tushima Channel and taken to Saseho. The *Oakley* is a steamer of 3,708 tons gross, belonging to Mr. W. R. Rea of Belfast.

HONGKONG INFECTED.

The Colonial Secretary has forwarded to us a copy of following telegram received from the Secretary to the Government, Burma, dated 24th inst.:—"Hongkong declared infected; inform shipping firms."

At noon today, Messrs. Hughes and Hough, under instructions from the mortgagee, put up for sale by auction the steam-launch *Hot Ping*. Bidding began at \$100, and rose briskly to \$3,550, at which figure it was knocked down to Wai Ki, launch-owner. The dimensions of the *Hot Ping* are: length 63 feet six inches; breadth 12 feet five inches; depth 7 feet three inches, her gross tonnage being 40 tons. The mortgagee was Tsang Tong. The *Rising Star*, launch, advertised for sale at the same time, was withdrawn.

LAUNCH MASTER FINED.

Before the Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, this morning, George Boole, Water Police, prosecuted Wong Fu, master of the steam-launch *Tow* for failing to observe the rules of the road in the harbour on the 24th inst.—G. Boole stated that at about 11 a.m. on the 23rd inst., he was in charge of No. 4 Police boat and whilst crossing the harbour from Pottinger's Pier to Kowloon he saw the steam-launch *Tow*, of which defendant was master, coming down on his port bow in such a manner that if both had kept on their course there would have been a collision. He heard two blasts blown on the *Tow's* whistle, and he then blew one blast on his own, to denote that he was going to starboard, which he did slightly. The defendant then again blew two blasts, and witness blew one blast and kept more away to starboard until he saw defendant was getting too close, so he kept on starboarding his helm, and then witness had to go to starboard to avoid a collision.—The master of the *Tow* showed by models that the *Tow* did not make allowance for room for her to clear the police boat, which had to give way, when by the rules of the road, he need not have done so. The defendant did not seem to understand a strict interpretation of the rules of the road. The defendant was warned to make himself better acquainted with those rules, and was fined \$5.

Mr. Basil Taylor, Assistant Harbour Master, prosecuted Su Fuk, assistant-master of the steam launch *Chang Ching*, upon a similar charge to the above. He stated that about one o'clock on the 24th inst. he was in the Harbour Department launch *Daily*, returning to the Harbour Master's pier. As he neared the *Stanley* he saw on his starboard side the defendant's launch coming down from West to East. Witness had no room to turn so he blew two blasts on his whistle and went full speed astern. The *Chang Ching* came out from behind a junk, put her launch eight points to starboard, and as nearly as possible ran into witness's launch.—The assistant master of the *Chang Ching* showed that he put his helm to starboard quite needlessly, and evidently became confused.—He was warned to be more careful in future, and was fined \$5.

The German steamer *Prinzess Irene*, so well-known in Hongkong, is now on the Genoa and New York run. The officers report having experienced since leaving Gibraltar on 13 Dec. one of the most tempestuous voyages in their experience.

The largest annual shipping output of any single yard in the world is that of Messrs. Russell and Company, of Port Glasgow, with 73,689 tons, and this is closely followed by Messrs. Swan and Hunter, of Newcastle, with 73,593 tons.

St. Catherine's Lighthouse, Isle of Wight, has just been fitted with a flashlight which is estimated to be equal to fifteen million candle power, and on nights when the atmosphere is favourable its beam is probably visible from the French coast.

Captain Pennefather, the popular commander of the steamer *Tamara*, has been given the steamer *Sunflower*, of the same line. The China Navigation has made a general change of officers, Captain Robinson of the *Sunflower*

taking the *Shantung* and Captain Warrack being transferred to the *Kansu*.

CANTON RIVER BARRIERS.

Work in connection with the removal of the artificial obstructions to navigation in the Canton River has been proceeding now for several months, but owing to numerous difficulties encountered it is not expected that the contract will be concluded for at least another year. The barriers at Whampoa and Taishek, and the Wooden and Iron barriers have been surveyed and the work of removing them is well in hand, and within a few days it is expected that blasting operations will be commenced.

Not only the officers of the B. I. S. N. Company, who are principally concerned, but everyone who has travelled by the steamers of the Company, will be glad to hear of their increased pay. There are few passengers, says a *Rangoon* paper, who have not derived increased pleasure on the steamers from their intercourse with the kindly and entertaining young men who form the officers of the fleet. More especially on coasting lines, where a port is reached perhaps in each 24 hours, the B. I. S. N. Co.'s officers are very hard worked. But their good-temper and affability to passengers is everywhere the same, and all will be glad to hear of their better pay and wish them increased advantages.

An inquiry was held by Mr. Gompertz yesterday into the causes which led to the death of Thomas Crowther Angwin Greenland, whose body was found in the harbour, and which was afterwards identified as that of the mate of the *Pakkong*. The following jurymen were empanelled: Chas. A. Brown (Foreman), J. T. Turner, J. Johnston Watson, W. H. Loureiro, engineer of the *Pakkong*, stated that he had known deceased for six months, and though he had been a heavy drinker he was never quarrelsome, in his cups, but weak on his legs when in liquor. Shortly before the occurrence in question he appeared to be quite sober, and had no wounds on his face except one, the result of an old operation. He did not know how deceased got into the water.—Dr. E. A. Loring stated that he received the body of deceased at the hospital, and noticed some wounds on the face which might have been caused by a fall down stairs, or by a blow from a brick. The wounds were such as would be likely to render a man unconscious.—Dr. W. Hunter testified to holding a post-mortem examination on the body of deceased, and spoke to seeing the wounds mentioned, but there were no other marks on the body. Death was due to drowning. Witness could not say if deceased was drunk at the time of the fatality.—The jury returned a verdict that deceased met his death by accidental drowning, having been intoxicated at the time he fell into the water.

SUPPOSED SUICIDE OF AN AMERICAN CAPTAIN.

The *Shanghai Mercury* of 23rd inst. says:—This morning a discovery was made on the Standard Oil Co.'s barge *Atlas*. She has been lying in the stream for several weeks having no engagement to load home after discharging her cargo. The death of the Captain of the same company's ship *Atlas* at Nagasaki compelled the owners to telegraph some weeks ago for the master of the *Atlas* to proceed to Hongkong, there to take command of the *Atlas*, which he did shortly before Christmas and this change necessitated him sending out another master for the *Atlas*, which by the way is one of the fastest sailers of the Standard Oil fleet and made the record passage from New York last year. Captain Aimesbury, the man selected for the post of command, only arrived in this port a few days ago from America, and was found dead in his cabin this morning by the steward. The captain appears to have been on deck and returning to his cabin, told the steward to go down to the lazarette to get some sugar on returning on deck the steward went to the Captain's cabin about 8 a.m. to see if he wanted warm water to wash with and found him lying on the floor dead, a revolver lying alongside him, his pyjamas stained at the breast, the thumb discoloured by powder and an ominous stream trickling from the region of his heart. On arrival of the Standard Oil Co. launch *Mei Foo* this morning in town the painful news was telephoned to the American authorities, who, together with the U.S. Medical Officer and Mr. Blake, the assistant manager of the S. O. Co. in Shanghai, proceeded to the scene.

An inquest was held this afternoon when the jury after hearing the evidence brought in a verdict that deceased committed suicide while suffering from temporary mental aberration.

NAVAL NOTES.

It is rumoured in Naval circles that Vice-Admiral Guizon-Howe is going to fly his flag in the *Ocean*, Capt. Freemantle leaving the *Albion* and changes places with Capt. Greet.

H.M.S. *Sulley* which arrived here on Friday will probably relieve the *Amphitrite*, at Weihaiwei, which is due to proceed home and pay off.

The Imperial Military Headquarters at Tokio instructed the naval authorities at Port Arthur to accept the medical assistance and stores brought by H.M.S. *Andromeda*, but that vessel had unfortunately already returned to Weihaiwei.

Yesterday morning, at eight o'clock, the usual ceremony of playing the King and hoisting the colours was accompanied by a complete dressing of the British warships in honour of Accession Day, and at 1 p.m. each ship fired a Royal Salute of 21 guns. The Foreign warships present in harbour also dressed their ships.

FOOTBALL.

On Saturday H.M.S. *Ocean* sustained a severe defeat at the hands of H.M.S. *Glory*. The position of the different ships in the Naval League is as follows:—

| | Played. | For. | Agst. | Points. |
|----------------------------|---------|------|-------|---------|
| H.M.S. <i>Albion</i> | 12 | 29 | 9 | 17 |
| " <i>Amphitrite</i> | 10 | 27 | 7 | 19 |
| " <i>Ocean</i> | 10 | 18 | 8 | 14 |
| " <i>Andromeda</i> | 9 | 10 | 26 | 5 |
| " <i>Vengeance</i> | 5 | 9 | 10 | 5 |
| " <i>Glory</i> | 6 | 8 | 12 | 5 |
| " <i>Centurion</i> | 10 | 8 | 20 | 3 |
| " <i>Sirius</i> | 5 | 4 | 15 | 3 |

H.M.S. *Albion* are the present holders of the Hongkong Challenge Shield.

H.M. battleships *Centurion* and *Vengeance* and the cruiser *Andromeda* left for Mira Bay this morning.

The *Alacrity* has arrived in harbour from Mira Bay, and in all probability will leave on Wednesday next for Canton with Admiral Sir Gerard Noel and suite aboard.

A League match took place on the naval ground, Happy Valley, yesterday, between H.M.S. *Albion* and H.M.S. *Iphigenia*, the former winning by 8 goals to 1. This is the *Iphigenia's* final match in the league. Wallace scored for the *Iphigenia* in the second half, their goal keeper playing an exceptionally good game throughout. For the *Albion*, Wil-

liams was responsible for 4 goals, Petrie 1, Carrie 2, and Gibson 1. The *Albion* played 10 men during the second half, one player being ordered off the field by the referee, for misconduct. H.M.S. *Ocean* supplied the referee.

The Portuguese gunboat *Dica* arrived from Macao to-day. She will be docked here for repairs and overhaul before proceeding to start on her return journey to Lisbon.

The cruiser *L'Entrecasteaux* is reported to have run on a rock not marked on the chart while leaving Na-Tsang Harbour in Indo-China and to have sustained severe damage to her hull. The cruiser *Guillem* has been selected to replace her. The *Dica* calls attention to the weak state of the French naval forces in the Far East. The *D'Almeida*, it says, had a lamentable voyage out, and arrived in a very damaged condition. The *Ducruet*, after conveying torpedo-boats, reached Saigon with one engine useless. The *Sully*, sent unfinished, has several times narrowly escaped running aground. She will have to go into dock, but as the work cannot be done at Saigon, owing to the want of room, the cruiser must either wait or go to Hongkong. To crown everything, the *Chateaufort* has now been disabled for several months. Such a situation, that journal says, is intolerable.

THE "TAREVITCH."

Some interesting details are given in the *Marine Rundschau*, from information obtained at first hand at Tsingtau, as to the condition of the *Tarevitch* after the battle of August. The vessel was hit 13 times by Japanese 12 in. shells, though at very long ranges, of from 7,000 to 8,000 yards, whence the perforating power of the projectiles was small. She was perfectly battleworthy at the close of the action, and in only one case had she her armoured pier, the conning-tower, which is of iron plate, been perforated by a projectile which killed two officers inside it. There were four hits on her heavy gun turrets, which are of 10 in. steel, but the turrets were not put out of action or the sighting appliances damaged. There is, however, a crack in the forward turret, but this may have been produced by the discharge of the 76 rounds which the guns in it fired. Of the smaller turrets containing 6 in. guns, the after port turret was disabled by a Japanese shell, presumably of 8 in. calibre. The most interesting hit was one from a 12 in. shell under water, just below the armour belt, abreast of the foremast. This might have been expected to destroy the ship. But, as a matter of fact, it seems to have been brought up by the 2 in. inner bulkhead which the ships of the *Tarevitch* and *Baradino* class carry, and it only admitted 150 tons of water to the wing compartment, a quantity sufficient to affect seriously the trim of the ship. Below the armour-deck no damage whatever was done, except by the splinters of a shell which burst in the after-funnel, and which shattered several tubes in one of the Belleville boilers. The battle of August makes it certain that in future, to obtain decisive results, it will be necessary to close to 2,000 or 3,000 yards, and to take the risk of torpedoes.

Commander R. W. Glennie has been appointed to H.M.S. *Waterwitch*, surveying vessel, in command, dated February 1st, 1905.

H.M.S. *Sulley*, which has just arrived from England to take the place of the *Leviathan*, leaves on Monday for a four days' cruise.

To-day being the birthday of the Emperor of

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....2,363 tons.....Captain H. D. Jones.
 "POWAN".....2,338 "....." R. D. Thomas.
 "FATSHAN".....2,360 "....." W. A. Valentine.
 "HANKOW".....2,373 "....." C. V. Lloyd.
 "KINSHAN".....1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....1,998 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....2,119 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....1,588 tons.....Captain J. Willox.
 "NANNING".....569 "....." C. Butcher.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Lo-Ling-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....Capt. B. Branch. S.S. "SANDU".....Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

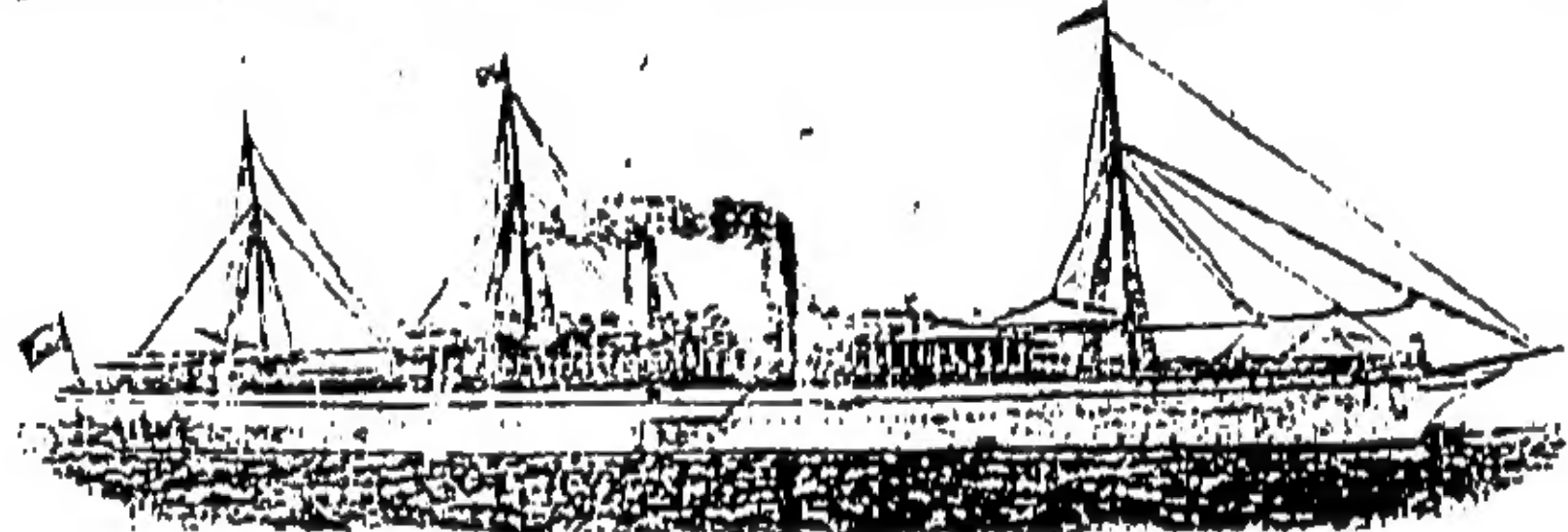
S.S. "TAK HING".....Capt. R. Birss. S.S. "HONGKONG".....Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon.....Single \$6.00
 Hongkong to Kumchuk.....Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANSHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA".....6,000 Tons.....WEDNESDAY, 8th February.
 "EMPERESS OF JAPAN".....6,000 "....." WEDNESDAY, 8th March.
 "ATHENIAN".....2,440 "....." WEDNESDAY, 15th March.
 "EMPERESS OF CHINA".....6,000 "....." WEDNESDAY, 29th March.
 "EMPERESS OF INDIA".....6,000 "....." WEDNESDAY, 19th April.
 "TARTAR".....4,425 "....." WEDNESDAY, 26th April.

Hongkong to London, 1st Class.....£40. Old St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate and 1st Class.....£40. " " £42.

THE magnificent twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Map, etc., Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
 9, Raffles Street.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | Freight. |
|------------------|----------------------------------------|----------------|-------------------------|
| SITHONIA..... | HAVRE AND HAMBURG. | 31st January. | Freight. |
| Hildebrandt..... | (Calling at S'PORE, PENANG & COLOMBO). | | |
| ARCADIA..... | HAVRE AND HAMBURG. | 8th Feb. | Freight. |
| Fürck..... | (Calling at S'PORE, PENANG & COLOMBO). | | |
| SPEZIA..... | HAVRE AND HAMBURG. | 15th Feb. | Freight. |
| Eblers..... | (Calling at S'PORE & COLOMBO). | | |
| ANDALUSIA..... | HAVRE, ANTWERP AND HAMBURG. | 27th Feb. | Freight. |
| Filler..... | (Calling at S'PORE, PENANG & COLOMBO). | | |
| SAMBIA..... | HAVRE AND HAMBURG. | 7th March. | Freight. |
| Lüning..... | (Calling at S'PORE, PENANG & COLOMBO). | | |
| RHENANIA..... | HAVRE AND HAMBURG. | 21st March. | Freight and Passengers. |
| Behrens..... | (Calling at S'PORE, PENANG & COLOMBO). | | |
| SUEVIA..... | HAVRE AND HAMBURG. | 4th April. | Freight |
| Kneisel..... | (Calling at S'PORE, PENANG & COLOMBO). | | |

FOR NEW YORK VIA SUEZ.
 NUBIA, Captain Habel, about beginning of April, Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.

Hongkong, 26th January, 1905

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quantity) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD,

Waterloo Building.

[57]

Entertainment.

KOWLOON PIGEON SHOW.

THE KOWLOON PIGEON CLUB proposes to hold a SHOW OF PIGEONS on the 6th and 7th February, 1905, at the KOWLOON HOTEL. Forms of entries will be sent to all Members. As regards Non-Members, forms can be had on application to the Hon. Secretary, Mr. R. DAVID, at the Kowloon Hotel.

Entrance fee: Fifty Cents per Pigeon. Prizes in MONEY and KIND will be awarded to Winners as soon as the Judge's decision is given, but BIRDS will not be removed from the Show until the evening of the 7th February when the Show closes.

Admission to the Show is free. The Public are cordially invited. Our former Shows were very popular and were visited by Sir Henry and Lady Blake who expressed themselves highly pleased with the exhibition.

The Classification of Exhibits is as follows:—
 I.—Pouters, Cock or Hen, any colour.
 II.—Pouters, any colour.
 III.—Jacobins, Cock or Hen, any colour.
 IV.—Pouters, any colour.
 V.—Owls, Cock or Hen, any colour.
 VI.—Pouters, any colour.
 VII.—Homers, Cock or Hen, any colour.
 VIII.—Pouters, any colour.
 IX.—Any Other Variety, pair, Cock or Hen.
 X.—Common Pigeon, any colour, pair, Cock or Hen.
 XI.—Any kind of Cage Birds.

J. D. LOGAN, Director.
 R. DAVID, Hon. Secretary.

Kowloon Hotel,
 20th January, 1905. [175]

Entiminations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out on WEDNESDAY, the 1st February, 1905, towards the entrance to Junk Bay, under:—

From Sywan, at ranges from 2,000 to 6,000 yards, commencing at 9.30 A.M. and finishing at about 11 A.M.

From Pak-sha-wan, at ranges from 500 to 4,000 yards, on conclusion of above; and from Lyemun Redoubts, at ranges from 2,000 to 6,000 yards, on conclusion of the practice from Pak-sha-wan.

If the weather is unfavourable on either of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

L. BARNES-LAWRENCE, R.N., Harbour Master, &c.

Harbour Department,
 Hongkong, 27th January, 1905. [184]

IN THE MATTER OF THE OLIVERS FREEHOLD MINES, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that on and after SATURDAY, 7th January, 1905, the Liquidator is prepared to distribute a first and final Dividend of THIRTEEN CENTS per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the Undersigned, St. George's Buildings, Chater Road, Hongkong.

A. R. LOWE, Liquidator.

Hongkong, 29th December, 1904. [1403]

IN THE MATTER OF THE QUEEN'S MINES, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that on and after SATURDAY, 7th January, 1905, the Liquidator is prepared to distribute a first and final Dividend of NINE TENTHS OF ONE CENT per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the Undersigned, St. George's Buildings, Chater Road, Hongkong.

A. R. LOWE, Liquidator.

Hongkong, 29th December, 1904. [1404]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS IN THE UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP AND TOWBOAT CO., OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

B. MORI, Acting Manager.

Hongkong, 24th January, 1905. [68]

Intimations.

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

\$4.00 per hundred.

FLOR DE MONDEGO

AT

\$5.50 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 25th January, 1905. [176]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date interest at the rate of 8% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 11th January, 1905. [122]

A. S. WATSON & CO., LIMITED.

Established 1841.
 AERATED WATER MANUFACTURERS.

NOTICE.

WE beg to notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

A. S. WATSON & CO., LIMITED,
 Aerated Water Manufactory,
 Des Vaux Road Central.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water.....\$1.70

Soda Water in Bombay Bottles.....1.80

Potash Seltzer and B.P. Soda.....1.80

Lemonade.....1.80

Tonic Water.....1.80

Lithia Water.....1.95

Ginger Ale.....1.95

Lemon Squash.....1.95

Raspberry.....1.95

Stone Ginger Beer.....1.95

Hongkong, 28th December, 1904. [1391]

THE VICTORIA DISPENSARY.

NOTICE.

WE beg to notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

THE VICTORIA DISPENSARY.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water.....\$1.70

Soda Water in Bombay Bottles.....1.80

Potash Seltzer and B.P. Soda.....1.80

Lemonade.....1.80

Tonic Water.....1.80

Lithia Water.....1.95

Ginger Ale.....1.95

Lemon Squash.....1.95

Raspberry.....1.95

Stone Ginger Beer.....1.95

Hongkong, 28th December, 1904. [1392]

WATKINS, LIMITED.

NOTICE.

WE beg to notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters.

An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned.

Orders for Aerated Waters should be addressed to

WATKINS, LIMITED.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

Per Doz.

Soda Water.....\$1.70

Soda Water in Bombay Bottles.....1.80

Potash Seltzer and B.P. Soda.....1.80

Lemonade.....1.80

Tonic Water.....1.80

Lithia Water.....1.95

Ginger Ale.....1.95

Lemonade.....1.95

Raspberry.....1.95

Stone Ginger Beer.....1.95

Hongkong, 28th December, 1904. [1393]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 370

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [76]

D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 11 P.M. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. H. H. The Duke of York, and H. H. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904. [47]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

January, 1905, and until further notice.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

</

Intimations.

WM. POWELL,
LIMITED.

HIGH-CLASS DRAPERS, DRESS-
MAKERS, MILLINERS, HOUSE
FURNISHERS,
AND
GENTLEMEN'S OUTFITTERS.

AT "ALEXANDRA
BUILDINGS,"
Des Vaux Road.

All the latest up-to-date
Fancy Goods, Blouses, Ribbons,
Chiffons, etc.

A CONSIGNMENT
OF SPECIALLY
SELECTED TRIMMED
MILLINERY HAS JUST
ARRIVED FROM
EUROPE.

The height of Fashion is now
displayed in our Show-rooms
and Windows.

DRESSMAKING
DEPARTMENT.

Satisfaction always given.
Everything done under First-class
European Supervision.
All the latest fashion plates on
view.
Prices moderate.
Estimates given for all kinds of
Garments.

CHILDREN'S
DEPARTMENT.

Boots and Shoes, Hosiery, Gloves,
Caps, Coats, etc. etc.

IN OUR
FURNISHING
DEPARTMENT

We have a splendid Stock of every
kind and class of goods neces-
sary to the well-furnished House.
Hotels, Ships, Hospitals, etc., fur-
nished throughout.
Estimates—free of charge.
All work done by experienced
workmen on the shortest notice.

GENTLEMEN'S
OUTFITTING -
BRANCH.

28, QUEEN'S ROAD,
OPPOSITE THE CLOCK TOWER.

We have a good Stock of our well-
known Footwear for Walking,
Shooting, Tennis, Yachting,
Cricket and Golf.

Hose for Cycling, Golf & Shooting.
Real Figskin Puttee Leggings and
Hammond's Patent Biding Legg-
ings.

Fox's Spiral Puttees in Navy and
Khaki.

Hats, Caps, Shirts, Waistcoats,
Underwear,
etc., etc., etc.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 31st January, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,
ON
MONDAY,
the 30th January, 1905, commencing at 11 A.M.,
at Nos. 52/54 Des Vaux Road West,
(Hop Vick Godowns),
(FOR ACCOUNT OF THE CONCERNED),
ABOUT 17,000 BAGS FLOUR.
TERMS:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 27th January, 1905. [183]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 30th day of January,
1905, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Hok On, in the Colony of Hongkong, for a
term of 75 years, commencing from 1st January,
1893.

| PARTICULARS OF THE LOT. | | | | | | | | | |
|-------------------------|----------|----------|--------------|----------|--------|---------|--|--|--|
| No. of Sale | Locality | Boundary | Measurements | Contents | Annual | Premium | | | |
| Registry No. | | | | | Rent | | | | |
| Lot No. 1, 16. | | | | | | | | | |
| 16 | Hok On | 40' 0" | 173' 0" | 4.137 | 24 | 1,775. | | | |

Hongkong, 21st January, 1905. [160]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 30th day of January,
1905, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND
at Yau-ma-ti, in the Colony of Hongkong, for a
term of 75 years, with the option of renewal at
a CROWN RENT to be fixed by the Surveyor
of His Majesty the KING, for one further term
of 75 years.

| PARTICULARS OF THE LOT. | | | | | | | | | |
|-------------------------|-----------|----------|--------------|----------|---------|-------------|--------|--|--|
| No. of Sale | Locality | Boundary | Measurements | Contents | Annual | Upset Price | | | |
| Registry No. | | | | | Rent | | | | |
| Lot No. 1, 16. | | | | | | | | | |
| 16 | Yau-ma-ti | 310 | 285 | 285 | 145,350 | 1,600 | 79,696 | | |

Hongkong, 21st January, 1905. [161]

PUBLIC AUCTION.

THE Undersigned will Let by Public Auction,
ON
MONDAY,
the 30th January, 1905, at 3 P.M.,
on the Spot,
The Several Lots Numbered 1 to 19 on Plan
to be seen at the Auctioneers' Office, for erection
of
BOOTHES AND MATSHEDS
on the Government Ground adjoining the Race
Course, North of the Grand Stand Enclosure.
TERMS:—Cash.
For Plan and Conditions of Sale, apply to—
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd January, 1905. [165]

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
TUESDAY,
the 31st January, 1905, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
SUNDRY
HOUSEHOLD FURNITURE,
Comprising:—
TEAKWOOD WARDROBES with BE-
VELLED GLASS, MARBLE-TOP WASH-
STANDS, TEAKWOOD EXTENSION
DINING TABLE, VIENNA CHAIRS,
CARPETS, DOUBLE BRASS BEDSTEAD
with WIRE MATTRESS, GLASS, CRO-
CKERY and ELECTRO-PLATED WARE,
&c., &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 24th January, 1905. [173]

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's

DOUBLY DISTILLED
AND OF
MATURED AGE.
TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.
Hongkong, 11th May, 1904. [159]

Wm. POWELL, Ltd.
HONGKONG.

CEYLON AND THE ARAB
NAVAL POLICY.

Concluding an article on this subject the
Times of Ceylon has the following:—We
would remark, however, on this that the Indian
Government has already declared against any
foreign power being allowed any naval foot-
hold in the Persian Gulf, which is practically
an Indian lake, much as the Black Sea is a
Russian lake. The naval question, therefore,
if ever a military power or coalition of powers
were to appear at the mouth of the Euphrates,
does not come in to the extent of according
very additional naval importance to either
Bombay or Colombo. All that would be finally
settled in the Mediterranean. The quoted
portion of the article runs thus:—

Naturally in Ceylon we are chiefly concerned
with the effect the change will have upon the
island. There is no mention of the composi-
tion of the Eastern Group, one of the three
parts of which the East Indies Squadron is to
be, but although the expression is "cruiser
fleet," it surely may be safe to assume that the
Far Eastern waters, even under changed con-
ditions, will not be left without the principal
item of naval aggression—battleships. There
is room for plenty of conjecture as to the future
place Ceylon will hold in the attention of the
Eastern Group cruiser fleet. Although the
headquarters will be Hongkong, the geo-
graphical position of Colombo must be more and
more realised in view of the probability of
the Persian Gulf and Middle East. Question
generally becoming acute in the next few
years. German and Russian ambition is only
temporarily diverted from Koweit, Bander
Abbas and other outlets on the Gulf. The value
of our new graving yard, when completed, will
be forced upon the Admiralty, and with the
abandonment of Trincomalee—a severing of a
sentimental link with the past which it seems
difficult to accept as a fact—the importance of
Colombo is bound to increase, for our advan-
tages are greater than those of Bombay in other
ways besides geographical position.

A thoroughly interesting question which is
involved is that of Ceylon's contribution to the
defences of the Colony. The subject caused
intense bitterness in past years, and practically
the whole Colony was unanimous at one time
regarding the injustice of the Home claim. We
do not anticipate that there will be the same
opposition from Ceylon should a proposal be
made to convert a large portion of the present
military contribution into a naval one. We
want the navy, and we recognise our obligation
to it, even if only as guaranteeing the security
of our trade. But we have never really agreed
the British regiment in Ceylon. We shall every-
one of us regret the departure of the regiment,
and the Colony will be the loser of a good deal
in many ways; but the fact remains that so far
as the safety of Ceylon is concerned the pre-
sence of a British regiment is not necessary.
The efficiency of the Volunteers, working in
conjunction with the R. A. section, which will
be needed to man the guns, is all that is need-
ed in Ceylon. The navy will do the rest and
for this we must be prepared to pay. How the
amount will be adjusted between the navy and
military remains to be seen.

[As to the views in this latter paragraph there
will not be general agreement.—Ed., S. F. P.]

ROBERTS, OF COURSE.

MITCHELL BEATEN BY THE GREAT
CHAMPION BY 197.

No billiard match of recent years has creat-
ed greater interest than that between John
Roberts and W. Mitchell, which concluded on
Saturday at the Argyle Hall. At both sessions
the hall was again crowded.
At the close of play on Friday little differ-
ence existed between the pair, Roberts having
reached his points, while Mitchell was within
39 of his. Upon resuming, Roberts proved to
be in capital form, as, after adding to to his
unfinished break of 31, he put on 128 before
failing at a forcing loser and, following a
couple of unimportant hands, and a break of
181, a red winning hazard bringing a termina-
tion.

Mitchell was not idle, 92 and 108 being his
response, but from this point until his last
visit to the table the Sheffielder did nothing
better than 22, 20, 53, 22, 40, and 52. Roberts,
however, continued in his scoring mood, with
75, 28, 212, and 68.

Eventually Roberts reached to within 9 of
his points, while his opponent required 180.
Setting down to his work in his usual deter-
mined fashion, Mitchell played so well that he
cleared off the arrears, and at the interval was
still in play. The scores at this point were—
Mitchell, 19, 376; Roberts, 19, 158.

At the start of the evening session the leader
made his full break 260, but Roberts, with 143
and 242, again got upon terms. Subsequently
the old champion always had the better of the
play, and with 49, 83, 58, 65, 33, 27, 22, and
57 (unfinished), to Mitchell's best of 31, 66, 57,
32, and 61, won by 197 points. Final scores:—
John Roberts 20,000
W. Mitchell (rec. 5,000) ... 19,803

COMMERCIAL.

YARN MARKET.

In their report, dated 27th instant, Messrs.
Cawasee Pallanjo and Co. write:—Our last
was dated the 13th instant per steamer "Malta."
At the beginning of the fortnight the market
continued quiet and a trifling business was effected
in desirable spinings at a decline of 5s to 10s
per bale. Subsequently, owing to receipt of
favourable advices from Bombay, holders
retired from the market and refused to sell at
previous quotations. The firm attitude on the
part of importers encouraged buyers to operate
more freely and a moderate quantity of favourite
superior tickets changed hands; an advance of
5s to 10s per bale having been established and
the recent loss of prices fully recovered. Were
it not for the extreme tightness of money
amongst the natives a larger business would

have been put through, and clearances from first
hands more satisfactory. The market again
closes quiet. No. 61.—Small sales at declining
rates. No. 100 and No. 125.—Have attracted
by far the largest amount of attention and a
good business has been done at or about pre-
vious rates. No. 167.—Trifling sales at quot-
ations. No. 205.—Special desirable superior
spinings, in request; medium and common
unsaleable. Sales during the past fortnight
comprise of about 100 bales of No. 61; 2,025
bales of No. 100; 1,150 bales of No. 125;
425 bales of No. 167; 1,075 bales of No. 205;
in all about 4,775 bales. Arrivals per steamers
Sindh, Lightning, Persia, and Sultan, of
about 8,935 bales. Shipment to Shanghai and
Northern Ports about 2,000 bales. The unsold
stock is estimated at about 30,000 bales.
Local yarn.—At a considerable decline in
values sales of 200 bales No. 100, at \$102 to
\$103 are reported.
Japanese Yarn.—S. S. S. S. S.
Exchange.—We quote to-day on India at
Rs. 149 1/2 per cent. London at 250 1/16d.—S.

THE FORTNIGHTLY REPORT.

Indian yarn.—Since the issue of our last
report our yarn market continued quiet and a
trifling business was effected, both in spot
goods and to arrive, prices here and there
showing a further decline of 5s to 10s per bale.
Demand has continued to run on favourite
superior tickets only, while low class threads
are still unsaleable. Sales are estimated at
about 4,800 bales. Shipment to Shanghai and
Northern Ports about 2,000. Unsold stock is
estimated at about 30,000. Arrivals 8,935 bales.
Local yarn.—A heavy decline in values has
induced a small business in No. 100, of 200
bales at \$102 to \$103.

Japanese yarn.—No business is reported.
Raw cotton.—Another drop in rates of one to
two dollars per picul has resulted in the sales
of 745 bales at \$23 to \$24. Unsold stock
6,500 bales.

China kinds.—No business is reported.
Quotations are \$24 to \$27.

Malwa Opium.—Sales are reported of about
new 63 chests at \$1,070 to \$1,090, old 22 chests
at \$1,150 to \$1,180, older 20 chests at \$1,200 to
\$1,250. Stock 1,360. Uncleared stock 580.

Paina Opium.—Sales are reported of about
747 chests at \$1,140 to \$1,175. Stock 2,715 chests.
Uncleared stock 1,240.

Banars Opium.—Sales are reported of about
116 chests at \$1,090 to \$1,075. Stock 945 chests.
Uncleared stock 575.

Persian Opium.—Sales are reported of about
120 chests at \$870 to \$910. Stock 2,105.

Exchange.—We quote to-day on India at
Rs. 149 1/2 (post). London 25. 0 1/16d.

| | | | |
|-------------------|-----|-----|------------|
| Beans | ... | ... | \$3 to 4 |
| Borax | ... | ... | 13 to 16 |
| Camphor (Chinese) | ... | ... | 115 to 120 |
| ... | ... | ... | 125 |
| Cloves | ... | ... | 20 to 28 |
| Oil Cassia | ... | ... | 160 |
| Fennel Seed | ... | ... | 335 |
| Rosa | ... | ... | 60 to 175 |
| Ginseng | ... | ... | 25 |
| Grapes | ... | ... | 9 to 14 |
| Sandalwood | ... | ... | 26 to 28 |
| Oil | ... | ... | 300 to 400 |
| Sugar | ... | ... | 25 |
| Wax | ... | ... | 30 to 33 |

TODAY'S EXCHANGE.

| | |
|---------------------|---------|
| Selling. | |
| London—Bank T.T. | 20 1/16 |
| Do. demand | 20 1/16 |
| Do. 4 months' sight | 20 1/16 |
| France—Bank T.T. | 2 1/2 |
| America—Bank T.T. | 48 1/2 |
| Germany—Bank T.T. | 20 1/2 |
| India T.T. | 149 1/2 |
| Do. demand | 149 1/2 |
| Shanghai—Bank T.T. | Nominal |
| Japan—Bank T.T. | 98 1/2 |
| Yam—Bank T.T. | 120 1/2 |

| | |
|-----------------------------------------|---------|
| Buying. | |
| 4 months' sight L/C | 20 7/16 |
| 6 months' sight L/C | 20 9/16 |
| 30 days' sight San Francisco & New York | 49 1/2 |
| 4 months' sight do. | 50 1/2 |
| 30 days' sight Sydney and Melbourne | 2 1/16 |
| 4 months' sight France | 2 5/16 |
| 6 months' sight do. | 2 5/16 |
| 4 months' sight Germany | 2 5/16 |
| Bar Silver | 28 3/16 |
| Bank of England rate | 3 1/16 |

OPIUM QUOTATIONS.

| | |
|--------------------------------------|-------------|
| To-day's quotations are as follows:— | |
| Malwa New | @ 1,070 |
| Old | @ 1,150 |
| Older | @ 1,220 1/2 |
| Ping New | @ 1,137 |
| Brokers New | @ 1,085 |
| Persian (Paper) | @ 710/000 |

Intimations.

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS AND ENLAR-
GING AND COPYING in all Styles.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICES VERY MODERATE.

Hongkong, 11th September, 1904. [159]

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
ICE HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a specialty.

Hongkong, 21st January, 1905. [160]

Intimations.

THE WEST POINT BUILDING COM-
PANY, LIMITED.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING of
SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 11.45 o'clock A.M., for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

The REGISTER OF SHARES of the
Company will be CLOSED on SATURDAY,
the 21st January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Court of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.
Hongkong, 10th January, 1905. [120]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING of
SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

The REGISTER OF SHARES of the
Company will be CLOSED on SATURDAY,
the 21st January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th January, 1905. [121]

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.

NOTICE is hereby given that the SIX-
TEENTH ORDINARY MEETING of
SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 2.30 P.M., for the purpose of receiving
the Report of the Directors together with State-
ment of Accounts for the year ending 31st
December, 1904.

The REGISTER OF SHARES of the
Company will be CLOSED on TUESDAY,
the 24th January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the Kowloon Land
and Building Co., Ltd.
Hongkong, 13th January, 1905. [132]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

THE NINETEENTH ORDINARY AN-
NUAL GENERAL MEETING OF
SHAREHOLDERS of the above Company will
be held at the Registered Offices of the
Company, Alexandra Buildings, Des Vaux
Road, on FRIDAY, 10th February, 1905, at
Noon, for the purpose of receiving the Report
of the Directors with a Statement of Accounts
for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from 1st to 11th February,
1905, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 26th January, 1905. [180]

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in this Company will be
held at the Office of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 14th February, at 1 o'clock
Noon, for the purpose of receiving a Report
of the Directors, together with a Statement of
Accounts, declaring a Dividend, confirming
the appointment of a Director, and electing
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 31st January to the
14th February, both days inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 24th January, 1905. [166]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF
SHAREHOLDERS will be held in the
Offices of the Company, Queen's Buildings,
New Praya, on MONDAY, the 20th February,
1905, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th January, 1905. [177]

THE FAMOUS "MAD" BRAND
SHARP LITTLE SHAVERS
WEIGHT LESS THAN 2 OUNCES

THIS DVARE RAZOR has superseded
the old fashioned clumsy Razor, and by
its use shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel, which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAD" is the finest shaving implement
ever produced.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & Co.,
29, Des Vaux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. [169]

Intimations.

THE TRUTH ALWAYS.
"When you are in doubt tell the truth." It
was an experienced old diplomat who said this
to a beginner in the work. It may pass in some
things, but not in business. Fraud and decep-
tion are often profitable so long as concealed;
yet detection is certain sooner or later; then
comes the smash-up and the punishment. The
best and safest way is to tell the truth all the
time. Thus you make friends that stick by you,
and a reputation that is always worth twenty
shillings to the pound everywhere your goods
are offered for sale. We are able modestly to
affirm, that it is on this basis that the world-
wide popularity of

WAMPOL'S PREPARATION

rests. The people

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT
MERCHANTS.

ESTABLISHED
1841.

ALEXANDRA BUILDINGS.

EXTRACT:

"I HAVE TAKEN PLEASURE
IN PRESENTING YOUR BRAND
(WATSON'S CELEBRATED E.
BLEND) AS THE FINEST
SCOTCH WHISKY I COULD
PROCURE."

A. S. WATSON & Co.,
LIMITED,

ALEXANDRA BUILDINGS.

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

Gordon

WINE
AND
SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. Powell & Co.'s old premises).

SANDERMAN BUCK & CO.'S

SHERRIES.

per dozen,

quarts.

Sanderman's Light dry Sherry ... \$14.00

Sanderman's Very pale dry Sherry 20.00

Sanderman's Dry pale nutty Sherry 26.00

Sanderman's Fine old brown Sherry 39.00

Absolutely the finest obtainable in

Hongkong.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 3rd December, 1904.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 28, 1905.

THE DEFENCES OF HONGKONG.

Among the passengers due here shortly is Major-General F. G. Slade, C.B., who has been sent out from London by the War Department on a tour of inspection of the defences of the various Eastern Colonies. This is the first time that the distinguished Inspector-General of the Royal Garrison Artillery has come East on such a mission his work in this connection having hitherto been confined to the Mediterranean, a circumstance that appears to have led to a little surmising whether he has been authorised to make a report regarding the proposal to withdraw regiments of the line from Hongkong, Singapore and Ceylon and leave the defences of these stations to the Royal Garrison Artillery. So far as the defence of Ceylon is concerned such a change might with advantage be made when consideration is given to the fact that reliance could always be placed on India in case of an emergency for thousands of troops to be sent over to the Island, but with regard to Singapore and Hongkong the case is entirely different as the transport of line regiments would necessarily involve a considerable loss of time. Here and in China there are at the present time five garrison companies and one battalion, while the forces stationed at Singapore and Ceylon are, in each case, two garrison companies and one battalion. Whether the surmise regarding the withdrawal of the regiments is correct or not, such a proposal, if carried into effect, would be of the utmost importance to this Colony. At present we rely for the safety of the Island on the China Squadron, and so long as it, and the squadrons working in conjunction with it, maintain the superiority at sea the fleet is a sufficient protection against invasion, but if it was to suffer decisive defeat, or if it were destroyed we should be thrown upon our own resources to repel attack. So long then as the Navy can be maintained invincible we should be adequately defended, and for such a defence no more appears to be needed than complete naval preparation and such military preparation as is required for the full efficacy of the navy. Any additional military preparation such as has been going on in Hongkong since the days of its occupation, must be taken as against attack of this nature, merely an insurance to cover the possibility of a failure of the navy, although, of course, in the event of an invasion from the mainland the military forces would have a much larger part to play in repelling the invaders. The capture of the island by a hostile fleet or army, or even the partial destruction of the city would mean, to most of us, ruin. The loss of the Colony or the destruction of its dockyards, arsenal and stores would be a heavy blow to English supremacy in these seas, and might lead, as was pointed out by writers at home a number of years ago, to many more serious disasters. That Hongkong should be well and effectively defended will be recognised on all sides, and when some twenty years ago the question of the defenceless state of the Colony was raised in Council, many interesting points were brought to light in subsequent publications. If was alleged, as recently as 1900, that the defences, which at one time were considered impregnable, had become neglected, and were then in an unsatisfactory condition. The forts on the north side of the island were for the most part stated to be armed with muzzle-loading guns, while those on Stonecutters Island were said to have been removed. The south coast, it was asserted, was entirely without protection, and in the event of a surprise attack, might be shelled by an enemy without being able to reply. Of late, however, the matter has been receiving the attention of the military authorities, and many new forts and batteries have been, and are being erected. When these are completed it will be necessary for the garrison to be strengthened by artillerymen and it may be that this has given rise to the rumour that line regiments here are to be replaced by the R. G. A. The improvement of our defences however, must be a slow process; one prolonged over many years; and in sending out, from time to time, such efficient officers as Major-General Slade to inspect the progress of the works, the War Office has shown that it fully recognises the value and importance of Hongkong as a British outpost in the Far East.

PARCEL POST TO MACAO.

The following has been issued by the General Post Office, London:—On and after Jan. 1, 1905, parcels will be accepted under the ordinary conditions for transmission to Macao in China, at the rates undermentioned:—By sea direct, up to 3 lbs., 2s.; 3 lbs. to 7 lbs., 3s.; 7 lbs. to 11 lbs., 4s. 6d. By France or via France and Italy, up to 3 lbs., 2s.; 3 lbs. to 7 lbs., 3s.; 7 lbs. to 11 lbs., 4s. 6d. Parcels may be insured up to £20 in value.

LOCAL AND GENERAL.

SATURDAY next, the 4th prox., and Monday the 6th idem, have been declared public holidays.

H.E. THE Governor has appointed Mr. A. Nicholson to be a surveyor of boilers of unlicensed steamships under 50 tons burden.

H.E. the Governor has appointed Mr. George Sim to be an Inspector of Nuisances under the Sale of Food and Drugs Ordinance, 1896.

AMONG the passengers by the English mail steamer *Coromandel*, which left for home today, were the Rev. W. Bridie, Methodist Chaplain to the Forces, and Mrs. Bridie and family.

THE following names have been added to the list of authorized architects under the Public Health and Buildings Ordinance, 1903:—George John Budds Sayer, James Callaway Lowe, and Arthur Poonoo Samy.

BECOMING scared about the Tsar's changes of life, members of the Stock Exchange have been effecting insurances at Lloyd's with such pertinacity that the rate has gone up to 20 guineas per cent. for twelve months.

WE regret to state that, owing to illness, Mr. Bruce Shepherd is unable to attend to his professional duties. Mr. G. H. Wakeman, assistant Land Officer has been appointed to act as Land Officer and Official Receiver in bankruptcy during Mr. Bruce Shepherd's illness, or until further notice. A *Government Gazette* extraordinary was issued to this effect this afternoon.

THE January number of the *Far Eastern Review* is as interesting and instructive as any of its predecessors. This month its energetic editor has dealt at length with the hemp industry and copra production in the Philippines, and given reviews of the working of many other undertakings throughout the Far East. Among the numerous illustrations are views of the Hongkong High Level Tramways.

PROGRAMME of music to be performed by the band of the 114th Mahrattas, on the New Parade Ground, on Monday next, from 4.30 to 6 p.m.:—

M. Chabrier: "Fringes Bleues"; F. von Blou: Overture to "Les Dragons de Villars"; Maillart: Spanish Valse; "Preciosa"; H. L. Isaacson: Selections from "The Flying Dutchman"; Wagner: Serenade from "Die Meistersinger"; Sir E. Elgar: Selections from "H.M.S. Pinhoe"; Sullivan: God save the King.

A TOKIO message to the *Mainichi* states that the Japanese submarine torpedo-boat flotilla will consist of seven vessels. Five of these are now being built at the Yokosuka Dockyard, under the command of Junior Captain Oguri, and the other two are being constructed at the Kawasaki Dockyard, Kobe, under the direction of Lieutenant Miyachi. It is said that they will be used against the Baltic Squadron.

THE annual Oxford and Cambridge Dinner took place at the Hongkong Hotel last night, some thirty-five persons being present. The chair was occupied by the Right Rev. Bishop Hoare, while the Hon. Mr. E. H. Sharp, K.C., acted as Vice Chairman. After dinner the ex-Varsity men heartily drank the health of "The King," the only other toast being that of "The Universities" proposed by the Bishop and replied to by Mr. Sharp. The band of H.M.S. *Glory* played a capital programme of music during the evening, a very pleasant time being spent.

THE New Year number of the *South China Collegian* is a most admirable publication, full of instructive reading and interesting illustrations. In the issue Chinese students tell briefly in English of their customs, and in the Chinese department Mrs. Woods tells how Europeans and Americans celebrate the dawn of a new calendar year. The Rev. Dr. Timothy Richard writes on a scheme for mission work in China, Mr. Moir Duncan on the educational outlook in Shansi, and the editors contribute several interesting articles, chief of which is one on higher Christian education in China.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospital begs to acknowledge with thanks the following donations to the funds of the Hospitals:—Butterfield & Swire, \$100; Panchard and Lowther \$100; J. D. Hutchison & Co. \$50; Standard Oil Co. \$50; C. A. Jones, \$50; P. & O. Steam Navigation Co. \$50; Mitsui Bussan Kaisha \$50; Meyer & Co. \$50; Ahmet Rumjahn \$50; Nippon Yusen Kaisha \$50; Reuter Brocklebank & Co. \$50; Siemens & Co. \$50; Bradley & Co. \$25; Blackhead & Co. \$25; Brit-American Tobacco Co. \$25; Brewer & Co. \$25; Dennys and Bowley \$25; Dodwell & Co. \$25; Douglas S. S. Co. Ltd. \$25; Cawajee Palanjee & Co. \$25; Abdoolally Ibrahim & Co. \$25; Arratoon V. Aparar \$25.

THE police are now investigating a "mysterious disappearance" case, and endeavouring to trace the whereabouts of Henry Ullmann, son of the proprietor of J. Ullmann and Co., jewellers, of No. 34, Queen's Road Central, and of 69, Escolta, Manila, who has not been seen or heard from since the evening of the 24th inst., when he left the shop at the closing hour, and then apparently, for the time being, at least, "dropped out of sight." Mr. Ullmann is a young man, aged about 21 years, of slender build, fair complexion, and had a slight, fair moustache. In height he is about five feet ten inches, and when he was last seen by anybody who knew him, he was dressed in a light grey suit. Any information regarding his whereabouts would be acceptable to the police, and, no doubt, appreciated by his friends, of whom he has many in the colony.

MURDER AND ROBBERY.

EXTRADITION CASE.

At the Magistrate's this morning before Mr. Gompertz, application was made by Mr. H. E. Pollock, K.C., instructed by Chief Detective Inspector Hanson, on behalf of the Chinese Government, for the extradition of Leung Tak, alias Ta Fa-min, who is wanted on the charge of murder and armed robbery in Pik Kong village, Ship Tak district, Kwang Tung province.

Mr. John Hastings appeared for the defence. So Tsak Man said that on the night of the 2nd of October last, a robbery took place in his family dwelling-house at Pik Kong village, by a number of armed robbers of whom the prisoner was one. On that night he was sleeping in his room with his wife and two small sons, his brother and his wife being in another room, and two servant girls aged 14 and 12 years, respectively, in a third. About eleven o'clock witness was awoke by a noise in the street, and the subsequent breaking in of the door, and when he got up to see what the matter was, a number of robbers, armed with knives and swords, entered and the prisoner, holding a six-chambered revolver, demanded his keys and valuables. The robbers then opened his locked boxes and drawers, and secured \$300 worth of jewellery, \$340 in cash, and \$120 worth of clothing. They then went into another room, and he heard his brother and his brother's wife weeping, and when he went to their room the robbers had gone, and he found in the other room his maid servant dead, with a gunshot wound in the back. That was the girl Yung Kum Choi, aged 14 years. Witness found the bullet on the 4th instant. He had heard a number of shots fired, and he found two bullets on the floor of the maid servant's room. He last saw deceased alive at bed-time, at nine o'clock that evening. Afterwards the other girl, Mak Min, became sick and died in the following month. He reported the matter to the authorities on the 3rd of October, and they came to investigate affairs on the day following. He could recognise prisoner well, as he was the man who hit him over the shoulders with a revolver. He had seen him before that night in the market place at Pik Kong. He saw him more than once, and he was pointed out to him as Tai Fa-min. Witness knew prisoner as Leung Tak, because all the people in the streets called him by that name, until he heard him called Tai Fa-min. He picked prisoner out from among a number of other men at the station.

Cross-examined by Mr. Hastings, witness said that on the night of the robbery there was no one in the house but those mentioned. His family had lived for several generations in Pik Kong, and witness was born there. He heard that his village offered \$1,000 for the recovery of the robbers. He did not know if it was \$3,000. When he saw Tai Fa-min in the market he was 80 or 100 feet distant. Witness was not blind in one eye. He could read Chinese, and had good eyesight. Shown some large Chinese characters on a board by the wall he said he could read them. That was at a distance of twenty-four feet. On the night of the occurrence he went to bed at nine o'clock. All that day he was out on the streets, collecting money for goods sold. Among others he went to Ah Cheung, a broker, but did not get any money from him. He returned about five o'clock and had his evening meal. He did not keep a shop; he did all his business in the family house through brokers. His brother helped him in the business. When he was disturbed that night, he sat up in bed inside a mosquito-curtain. His wife and children did not hear anything and they did not get up. The street door was first banged, and then immediately afterwards he heard shots. There was then a banging at witness's door, and seeing a lot of people enter he was frightened, and hid himself at the end of the bed. His wife was also frightened and covered her head with a quilt. Two of the robbers then came up to witness and dragged him to the ground; there was a table-lamp burning at the time. It was a foreign-made lamp and burned kerosene oil. There were eight or ten men altogether, but he could not see clearly how many had revolvers. There was a great noise and confusion. The other men opened everything and ransacked the place. One man who seized him had a revolver, and some had torches. He told them he had money, and one of the men struck him on the leg because he would not tell them where his money was. The robbers then left him alone, but one of them kept guard over him. He did not know that man, and would not know him if he saw him again. He could not recognize any of them, except the prisoner. There was so much confusion in the room, and he was so frightened, that he could not recognize the others. Lights from the torches were flashing about, and that made it more difficult to recognize the others. After taking the money, jewellery and clothing mentioned, some of the men, hearing a noise in the street, left. They did not take any notice of his wife, who remained covered up in bed all the time, the boys did not wake. Prisoner hit witness on the right shin, and then went to search for things with the others. After the robbers left he went to the front room and found that his maid servant had been killed, and he sat down in the sitting room, when his brother, who had been taken into the streets by the robbers, returned, and told him that he had been taken away but let off, and was not harmed. His brother's wife told him her husband had been taken away by the robbers, and was going out to search for him when he noticed his maid servant had been killed, and stopped to attend to her, and then his brother came in. There is only one military official in his village, Tung Kwan Tsun. Witness did not know if he had come to Hongkong. Witness went home to report the occurrence to the Elders, on the 3rd of October. He went to the Sun Tak Magistrate on the 4th inst. Su Chi Wo, one of the Elders, wrote a petition to the Sun Tak Magistrate. He did not see the Magistrate, but sent in the petition, and was told he would come the next day to investigate. The Magistrate, whose name is Li Chi King, ordered the constables to search the premises and then the two bullets were found. His brother did not search the premises in the meantime.

The case was remanded.

TURF TOPICS.

Although the weather was a trifle cold this morning there was a large gathering on the course to watch the bi-weekly gallops. Among those present were H.E. the Governor (Sir Matthew Nathan) and his brother, Major Nathan, Capt. Smith, A.D.C., Capt. Arbutnot Leslie, and many ladies. The outer course was fairly wet after the heavy rains, and several owners were afraid to gallop their ponies there for fear of accident, so they took them around the inner course. Time-taking was rendered most difficult as ponies galloped simultaneously in bunches and others by themselves on both the inner and outer course. However, the best that could be taken are as follows:—

Abbreviations (o) denotes outside and (i) inside course.

Highland Chief and Highland King, (o), 1 1/2 mile, last 37, 1.16, 1.56.

Malifox (o), 1 1/2 mile, 35 4/5, 1.13 1/2, 1.49 1/5.

2.24 3/5, 3.59.

Heather King (o), 1 1/2 mile, (o), (o), 36, 1.13 1/5, 1.46 1/2.

Polka and Lira (i), 1 1/2 mile, 40, 1.17 1/2, 1.55 1/2.

2.33, 3.10, 3.43.

Scottish King (i), 1 1/2 mile, 43 1/2, 1.22 2/5, 1.59.

2.37, 3.14 4/5, 3.51 2/5.

La France Rose (i), 1 1/2 mile, 38 1/2, 1.13, 1.49.

2.24 1/2, 3.53.

Mardi Gras (i), 1 1/2 mile, (o), (o), 34, 1.08, 1.40 1/2; total time said to be 2.51.

Ad Patrick (i), 1 1/2 mile, joined by Ca. Cannie 1 mile, 41, 1.20, 2.00 2/5, 2.38 2/5, 3.13 1/5, 3.45 2/5.

Cotswold, The Duke, joined by V. W. H. (i), 1 mile, 37, 1.13 1/2, 1.47 1/2, 2.20 1/2.

Leadbury, Black Monday, Croome (i), 1 mile, 35 1/2, 1.13, 1.49, 2.24 1/5.

Fife, 1 mile, 34 1/2, 1.10 1/2, 1.45 1/2, 2.21 1/2.

Zodiac (i), 1 mile, (o), (o), (o), 2.23.

Set (i), 1 mile, 34, 1.08, 1.42 1/2.

Empress of India Rose, 1 mile, 34, 1.08, (o), 2.18 1/2.

Gem Rose (i), 1 mile, 36, 1.10 1/2, 1.43 1/2, 2.16 1/2.

Alladin (i), 1 1/2 mile, joined by Cake Walk (i), 1 mile, 40, 1.19, 1.55, 2.29 1/2, 3.04.

Pat and Cebu (i), 1 1/2 mile, 46, 1.28, 2.08, 2.46, 3.21, 3.54.

Sport, Royal, and Highlander (o), 1 1/2 mile, 46, 1.32, 2.14, 2.54, 3.29, 4.02.

Blackbird, 1 1/2 mile, last 42, 1.23 1/2, 1.54 1/2, total time given at 3.10.

Grafton and another, 1 1/2 mile, times missed.

The Spirit, 1 1/2 mile, time missed, his finish was rather loose.

The Squaller, 1 1/2 mile, 37 1/2, 1.13, time missed for the next two quarters, his last being 35 1/2. This is a game little pony and should be watched.

Wee Macgregor and Highland Laddie, 1 mile, 40, 1.18, 1.55, 2.31.

Timouse, 1 mile, time missed.

Nomination (i), 1 1/2 mile, 46, 1.24, 2.00, 2.37, 3.13 1/5, 3.48 4/5.

Desperation (i), 1 mile, 41, 1.19, (o), 2.33 4/5.

Salem, 1 mile, 34 1/2, 1.09.

Royal, 1 mile, 38, 1.17, 1.50.

Phaps and Hacken Schmidt, 1 mile, 33, 1.08, 1.43.

Phaps Not and Two-step, 1 mile, 33, 1.09, 1.45 1/2.

Equimalk and Algerine (o), 1 1/2 mile, last 4, 35 1/5, 1.12, 1.49.

Prairie King (o), 1 1/2 mile, total time 4.00.

Norman King, 1 1/2 mile, 43 2/5, 1.23 2/5, 2.02 2/5, 2.41, 3.18 2/5, 3.51 2/5.

Jungle King (o), 1 1/2 mile, 36 1/2, 1.18, 1.57 1/2, 2.35 1/2, 3.09.

Desert King (o), 1 mile, 43, 1.22, 1.58, 2.31.

A bunch of four ponies (i), 1 mile, 37, 1.13 1/2, 1.50, 2.24 1/2.

Saxon King, 1 1/2 mile, 39, 1.16, 1.54 1/5, 2.33, 3.10, 3.45.

Grand Llama, 1 1/2 mile, (o), (o), (o), 2.24, 2.59.

Cascade, 1 1/2 mile, (o), (o), (o), (o), 3.17, 3.54.

Bondelero, 1 1/2 mile, covered in 3.12.

Alarm, time missed.

The Count and The Professor, times also missed.

Ching's time and distance missed, very sorry.

EARLY BIRD.

KOWLOON-CANTON RAILWAY.

Speaking at the sixth annual meeting of the British and Chinese Corporation (Ltd.), held at the Cannon-street Hotel, London, on Dec. 29, Mr. W. Keswick, M.P., in the chair, said:—

The Canton Railway to the Kowloon territory is receiving our active attention. The desirability of railway connection between the British colony of Hongkong and Canton is becoming very manifest, and our part in the scheme is to arrange for the financing and construction of the Chinese section from Canton to the frontier of Kowloon, where it will join a projected railway through British territory. We have every reason to hope the agreements that are necessary will not be long delayed.

A TELEGRAM from Victoria (B.C.) announces that the Admiralty has given orders for what practically amounts to the dismantling of the dockyard at Esquimalt. The stores are to be sold or shipped to Hongkong.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 28th at noon. The barometer has risen generally but has fallen in the extreme north of Japan.

The depression noted yesterday has passed into the Pacific.

Gradients are rather steep upon the east coast of China and fresh NE. monsoon will prevail in the Formosa Channel. They are slight upon the south coast and moderate E. winds may be expected in the northern part of the China Sea.

Forecast:—Light E. to NE. winds, overcast, fair.

N.B. Communication with Gap Rock is again interrupted.

BENNETT BURLEIGH INTERVIEWED.

THIS MORNING.

Mr. Bennett Burleigh, the *Daily Telegraph's* "special" at the seat of war, left to-day by the P. & O. *Coromandel* for home. Interviewed by a *Hongkong Telegraph* representative on board, Mr. Burleigh was very courteous, and gave a brief resume of his experiences and the deductions he has made from personal observation, both in Manchuria, Korea, and Japan during the past twelve months.

Mr. Burleigh was in Japan, prior to the outbreak of hostilities, leaving for England in December, 1903. He had barely been home a month when Japan threw down the gauntlet to Russia, and he received orders to forthwith proceed Eastward again as rapidly as possible. He reached Tokio in March, 1904, and added one to the number of dissatisfied and important journalists who were held captive by the unwillingness of the authorities to grant forward permits to the front.

"That was a very tedious period of waiting," said Mr. Burleigh, "and in my opinion the Japanese were unduly cautious. However, it is past now."

At length, receiving official permission, Mr. Burleigh, with some half dozen confreres, found himself attached to that portion of the Japanese army operating on the Yalu. But here he again found cause for complaint, owing to the irksome restrictions of the censors, who absolutely refused to allow any statistical details of any kind to go through, and the correspondents were usually kept so far in the rear as to be unable to gain any intelligent idea of the nature of the operations. Tiring at length of the many difficulties that encompassed him, Mr. Burleigh decided to become a "free lance," and, severing his connection with the Mikado's forces, set to work to gather items from both belligerents. To facilitate the speedy transmission of his news, he hired a small steamer which rendered him to a great extent independent—with what result the world already knows.

In response to a query as to the eventual termination of the campaign, Mr. Burleigh did not care to express any opinion. "The Japanese system of organisation is magnificent," he said; "but it remains to be seen whether the financial condition of the country will be able to stand the strain now being put upon it."

Mr. Burleigh has a most unique collection of snapshots taken by himself during his sojourn in the area of hostilities, and no doubt will have many of them reproduced in the illustrated periodicals at home. A "curio" he is taking back with him is a young bear. He expects to be back again in the course of a few months.

SHIPPING JETSAM.

The U. S. transport *Seward*, having been completely overhauled at the Kowloon Docks, moved out yesterday for Manila. She was detained however by the medical authorities for the day, and thoroughly fumigated. She proceeded on her way this morning.

The new steel screw steamer *Talamon*, built by Messrs. Workman, Clark and Co. (Ltd.) for Messrs. Alfred Holt and Co., of Liverpool, has had her trials of speed and adjustment of compasses in Belfast Lough. In designing the *Talamon*, which has a gross tonnage of 1,500 tons, special consideration has been given to the requirements of the Australian trade, and she fulfils the conditions required for a Board of Trade passenger certificate. The five large holds into which the cargo space is divided are capable of receiving very large and bulky consignments such as are common to the general Colonial trade. The fore and after main holds have been insulated for the reception of fruit cargoes, and an efficient installation of refrigerating machinery has been fitted for the preservation of these cargoes during the homeward voyage. After a successful cruise in the Lough the *Talamon* proceeded to Glasgow, where she will bunker and take in cargo for her initial trip to the Colonies.

THE SILVER MARKET.

The Silver market has presented a very interesting position for some time, and the prospects of the white metal have been more hopeful than for a long time. There has recently been a good demand from China, particularly Shanghai, due possibly to the exigencies of the war, and Continental buying for Russia, due probably to the same cause, whilst India, under the influence of good crops, has been a free buyer. Supplies from the United States have been much less than usual, and there is now a demand for silver for the purposes of subsidiary coinage, all the Sherman Act silver being absorbed. Under the move to a gold standard in Mexico we are likely to see an absorption of the metal for the present, rather than a free export. The position is distinctly interesting, in view of the currency changes in the Straits Settlements and Siam. A few months ago popular ideas seemed to be generally centred on a 25. dollar (monopoly value) for the Straits. With silver at 28 1/2 per oz.—the highest price of the year, we may note—that dollar goes into the melting pot, and the Conant in the Philippines, and the yen in Japan, are very close to the lip of it. The Straits have wisely taken the matter of fixing the value of the new dollar in a leisurely manner, and the present rise in Exchange has at least not caught them, but it scarcely simplifies the problem, unless they agree on the 25. dollar and immediately take on gold as their currency—a step we hardly look for. We may repeat, however the whole position is distinctly interesting.—*L. & C. Express.*

SHIPPING AND MAILS.

MAILS DUE.

TELEGRAM.

[Reuter's]

The Strikes in Russia.
PATERNAL PERSUASION CURE.

LONDON, 26th January.

The Cossacks on Tuesday fired on 3,000 demonstrators in Moscow, wounding many. General Trepoff has posted notices, in the works ordering the workmen to return within 24 hours, failing which they will be deported to the villages. Two factories have resumed work; meanwhile the movement is spreading in the provinces.

By order of the Tsar, General Trepoff and the Minister of Finance have issued proclamations, explaining to the workers that they are being exploited by self-seeking and evil-disposed persons, who have misled them and made intervention by armed force inevitable. The Government is now, as it always was, ready to listen to their just desires.

Later.

ANOTHER CLIMB DOWN.

Moscow is quiet. A proclamation of the Governor promises the fullest protection to men remaining at work. The police in Moscow have posted notices, alleging that the strike movement is due to Anglo-Japanese intrigues, and that the strikers are supported by British money. The Hon. Charles Hardinge, Secretary of the Embassy in St. Petersburg, has protested against this calumny, and has received assurances that steps will be taken to prevent a repetition of the publication of it. The British Embassy in St. Petersburg is guarded by sentries. Notices similar to those posted in Moscow have been circulated in Odessa. St. Petersburg is returning to its normal aspect and the Government is confident that the movement is checked.

SOLDIERS BURIED ALIVE.

LETTER FROM THE FRONT.

Not long since the *Evening News* told the story exclusively of a "Soldier of the Tsar" who had escaped from Russia rather than proceed to the Far East to fight under the terrible conditions which he asserted prevail in the Russian lines.

The other day the dreadful assertion of this escaped Russian that Kuropatkin's soldiers are "being buried alive" when severely wounded, a statement for which the *Evening News* called for proof, is placed beyond doubt.

LETTER FROM BATTLEFIELD.

A Russian soldier now at the front, a copy of whose photograph is given below, has written from Mukden. His letter has been translated, and is as follows:—

"Dear Parents,—Bless and pray to God for my death, that I shall get out of this terrible sight as I cannot bear to see it. I am sending twenty roubles and letter to give to J—'s wife, which he is sending her, as he is now dead, if you will please give it to her; they buried the poor fellow alive.

"There was a big slaughter, and he got wounded. The bullet penetrated his lung and remained there. After the slaughter they cleared them from the battlefield, the dead and wounded. Now it is arranged that whoever is badly wounded and they know it will take some time to cure, or will remain a cripple, they bury them alive.

"NO PLACE TO PUT THEM."

"There is no place to put them and no time to attend to them; all the hospitals are full with wounded. I am a soldier (Russian) for clearing the dead in another regiment, not the same as J—'s. In the middle of taking the bodies a soldier rushed up to me—the same as myself in J—'s regiment, and said to me, 'Come at once, a friend of yours, and a countryman, wants to see you.'

"I went to him at once about twenty (Russian) yards distant. As I came up to him I was so shocked I lost my sight and senses for the moment; the poor fellow was on the ground in a pool of blood with a black seal on his arm, which they put on those that are to be buried.

"The poor fellow begged and prayed not to bury him alive. They cannot grant his prayers, as they dare not do it, as he is labelled to be buried. Perhaps the Voitch (Doctor) could help him, so I ran at once to him, and went on my knees to him and kissed his hand as he came at once with me, which he did.

BEGGED DOCTOR TO SAVE HIM.

"When he (the doctor) got there, the poor fellow crawled over and kissed his feet and begged of him to save him, as he won't fall on the Government for a pension, as he feels he can be cured and will live; he begged the doctor to save him for the sake of his wife and children—let him live to see them again.

"The doctor answered 'You cannot live; you have a bullet in your lung, therefore I cannot take you to the hospital,' and walked away.

"I stood by and listened to all that; you can imagine my feelings when the doctor walked off. The poor fellow took the twenty roubles from his pocket, and begged me to write a few lines to his wife and let her know he was dead, that she could marry again, and not remain a widow, for her children's sake. I could not listen to any more, so had to go.

"I can assure you I envy him now he is dead, as he is out of the dreadful torture. I would have been better off if I had never been born to see such sights. A stone could not stand it, as that is one of many such cases.

POSTED IN SECRET.

"The letter has cost me a rouble, as I have had to get it posted in secret; the Colonel reads all letters that are sent away, and I did not want this seen. I would have written you more, but have no paper and cannot get anything for love nor money. I have not eaten for two days, as there is no food for us, and we have no rest day or night. You can tell by my writing how my hand is shaking and trembling.

"I send my love to all, as God knows whether I shall ever see you again, and this may be my last letter. Whoever can run away and escape the war are better off.

"Your loving son, K—c."

The original of this letter is absolutely authentic, and places beyond any doubt the statement made by a "Soldier of the Tsar."

"MESNEYS Chinese Miscellany," of the 21st inst. is to hand. It contains another lengthy instalment of the adventures of a British pioneer, the usual interesting notes, and articles on the varieties of food in China, the native military service, and much other matter. The publication is issued at Shanghai.

TANJONG PAGAR DOCK.

THE EXPROPRIATION BILL.

SPEECH BY THE GOVERNOR.

We take the following verbatim report of proceedings, at a meeting of the Singapore Legislative Council held on the 20th inst. from the *Straits Times* of the 21st idem:—

The Colonial Secretary moved the first reading of the Bill entitled an Ordinance to provide for the acquisition by the Government of the Straits Settlements of the undertaking known as the Tanjong Pagar Dock Company, Limited, and for the management of the concern. This was a measure, he said, of vast magnitude, perhaps the most important that had ever been introduced into that Council. In the absence of any printed objects and reasons it was perhaps the duty of the mover to state them. The object of this Ordinance was to provide for the acquisition by the Government of the Straits Settlements—he thought he was prepared to say, the acquisition by the Colony—of the undertaking known as the Tanjong Pagar Dock Company in order that the Colony should in future control, itself, what was of the utmost vital importance to its commerce. The Ordinance had been drawn up so as to interfere as little as possible with the business undertaking hitherto carried on by the Company on business lines and by the most businesslike men in our midst. If hon. members referred to the words of the Ordinance they would see it was drawn with the special intention of giving the new Board very free control and of leaving them untrammelled by the changes attained. For example, if reference was made to Section 22, it would be seen that the election of the chairman of the Board was left to the members themselves, and Sections 26 and 29 gave the Board the freest possible hand in conducting and enlarging the existing business and for the appointment and liberal treatment of all their officers and employees. In the event of an agreement not being come to under Section 10 as to the purchase price to be paid, provisions were made following upon the lines of the provisions of the Metropolitan Water Act under which the London Water Companies were very lately expropriated. It was of course to be hoped that some just arrangement would become to under Section 10 without reference to arbitration because the cost of the latter must be very great, and it would be charged on the revenue of the Board. Of course, it was understood that the undertaking must be a self-supporting one, so it was in the interests of the whole Colony that the price paid for the undertaking should be a fair one and that the costs of transfer connected therewith should be as low as possible. He was sure the Council would give all its aid in endeavouring to effect a prompt and just settlement of the matter, which certainly was bound up with our local commerce and closely connected with the trade of this part of the Empire. (Applause.)

The Colonial Engineer seconded the motion for the first reading. His Excellency said that, before asking the Council to vote on the motion which had been put before them so concisely by the hon. Colonial Secretary, he thought it desirable that he should put them in possession of some of what they might call the secret history of the last few months, and of the objects and motives which had influenced the Government in coming to the decision which was embodied in the measure he was submitting to them. There could be no question of the importance to the Colony, not only in its present position but still more with regard to its future, of the business conducted by the Tanjong Pagar Dock Company. When he arrived here some nine months ago or thereby one of the earliest papers submitted to him was an application from the Company for the loan from the Federated Malay States, possessing a large balance, of \$10,000,000 and a rate of interest of three per cent. At first sight he was inclined to inquire why the Federated Malay States Government should lend money to the Tanjong Pagar Dock Company at a lower rate of interest than it was receiving on investments and what claim the Company had on that Government at all. He did not raise that question because it appeared to him obvious that the interests of the Federated Malay States in the shipping facilities of Singapore were almost as close as they are for Singapore itself, and therefore he decided to examine the position as carefully as he could and in every direction and see whether the proposition put before him was a proposition which he could regard as in the best interests of the Colony and of the Federated Malay States. After looking round and seeing what the position of the Company was, the extraordinary strength of its hold upon what one might call the available wharfrage of this Colony, with the exception of a very small part at Teluk Blangkah, the part occupied by the P. and O. Company and other parts around St. James's, he found that the whole wharfrage which was available or might be available for the accommodation of large ocean-going steamers was in possession of Tanjong Pagar Company. It was quite true that by reclaiming the parts he had mentioned, perhaps, on the other side, they might have afforded some facilities for bunkering and also facilities for landing and despatching goods, but the fact was very obvious even to one taking a fresh view of the question that the Company's position was a very strong one indeed and that to all intents and purposes the whole ocean-going shipping which touched at Singapore was subject to the control, really as far as its access to Singapore was concerned, of this Company. It appeared to him that this was a position which, however well it might have worked in the past, was one which there was no guarantee would always work equally in the future, and that it was very undesirable in the interests of the commerce of the place that practically the whole shipping facilities for larger steamers should be entirely under the control of the Company. When he learned the position of the Company and found that a very large proportion of its capital—more than two-thirds, more

like three-fourths—was held not in the Colony but in London, it appeared to him, if any question were to arise between the community and the shipping interests of Singapore and this Company, that in order for the voice of Singapore to make itself heard respectably it had to convince not Singapore but London. That appeared to him to be a very serious position. He did not say or imply at all any complaint against the management of the Company hitherto. On the contrary, he thought they would all agree with him that the extraordinary enterprise and foresight of the directors of the Company deserved the fullest reward from Singapore, and he was glad to see from what he could learn that they had already reaped a very substantial reward. (Hear, hear.) On this review of the situation it appeared to him that the opportunity presented by this application of the Company for the Government to obtain such control of the policy pursued by the Company in the future as to enable it to secure if necessary the interests of the port, was an object which was good for the Government or perhaps the Federated Malay States incurring some sacrifice. He discussed the matter at some length with the Managing Director of the Company, through whose courtesy and readiness to place everything at his disposal he was very much indebted, and after weighing the matter as fully as possible he submitted to the Secretary of State the proposals which hon. members would find briefly summarised in the despatch which had been laid on the table that afternoon. In fact, he had received permission only that morning to lay that despatch, which was a confidential one, before the Council.

The proposals which he submitted to the Secretary of State in the despatch were briefly that the Government of the Straits Settlements and of the Federated States should take up 18,000 fresh shares in the Company. The Company under its present Articles had power to issue more shares and he suggested that they should be asked to issue another 18,000 and that the Government of the Federated Malay States and the Colony should take up these shares between them at a price which he mentioned as a fair price—a generous price he went thought—namely \$200 a share. Further, that the two Governments should either guarantee or lend to the Company the further sums required for the extension of its works, amounting, as he then estimated, to some \$8,000,000. In return for this and in order to secure the main object which he had in view, he asked that the Company should concede to the Government the right of vetoing on the appointment of its directors and the right of veto with regard to the members of the London Committee; also the right to nominate two members of the Board in London. Further, that the Articles of Association should be amended in respect of the provisions which required the previous approval of the London Committee to any expenditure of over \$5,000, and which limited the voting power of large shareholders. That last suggestion had already been given effect to by the Company. Further that the previous approval of the Governor should be necessary for any increase on the charges of shipping and the warehousing and handling of goods, and for the distribution of any dividend. As he had mentioned the information he gathered was that the number of shares in the Company which were held in Singapore was somewhere about 10,000, and with the 18,000 which he desired the Government to acquire it would have transferred the bulk or the majority of the voting power in the Company from London to Singapore. He considered that if a matter on which the Government, the public of Singapore, found it necessary to differ from the Company was sufficiently serious—if the Government and the public of Singapore spoke unanimously on the question—they would be able to make their views effective by the fact that the majority of the share capital was held in Singapore. He was very much averse indeed to anything like Government interference with the management, as at the time he did not see how Government could take over the concern without such interference on the part of the Government, and without running it in all its ways as a Government department he was very much opposed to any idea of that sort and he expressed himself to that effect. When his proposals were received by the Secretary of State he after long consideration of the subject and discussion with his predecessors and others who were aware of the circumstances of Singapore and its needs decided to approach the London Committee with whom the control in this matter, as they knew, really rested. Accordingly the Secretary of State addressed to them a letter which would be found in the paper which had just been laid before them and invited them to say whether it had been finally decided to carry out the contemplated extensions and improvements and if so within what period and beginning at what date, what was the sum which the Directors of the Company had come to the conclusion must be borrowed for this purpose, and whether the Directors would welcome Government assistance in the matter of raising money; and he concluded by inviting the Committee if they wanted to open up negotiations to come to an interview at the Colonial Office. He might say that when the application for \$10,000,000 was made in the first instance proposals were then before the Company by its Consulting Engineer for the renewal of practically the whole of its wharfrage in a permanent form. The existing wharves, as they were all aware, were wooden structures, and in a climate like this wooden structures were of course very temporary, even the best of them, and constantly required renewal, and that constant renewal must mean very large interference with the ordinary business of the Company, for if you were repairing a wharf, naturally the use you could make of it must be very limited; and the Company's Managing Director had submitted to the Board a scheme, ably conceived, for the renewal of the whole of wharfrage and also providing for very considerable extensions. The estimated cost of these extensions, was he believed, \$12,000,000, of which the Company were to provide \$2,000,000, and they asked the Government to provide the other \$10,000,000.

(To be continued.)

HONGKONG REGATTA.

SAILING RACES.

The following races, with starting times, have been fixed definitely for the 6th prox.:

1. English Rigged Cruisers (The Governor's Cup), 10 a.m.
2. Chinese Rigged Cruisers (Commodore's Cup), 10.15 a.m.
3. "China Mail" Cup, for Corinthian Yacht Club, 10.30 a.m.
4. Yachts between 26 and 20 feet lineal rating, 11 a.m.

ROWING.

The races fixed for the 11th prox. are as follows:—

- A. 1 p.m.—Local Gig Pairs.
- B. 1.30 p.m.—Interport Fours.
- C. 2 p.m.—Men O' War Gigs and Whalers.
- D. 2.30 p.m.—Junior Fours.
- E. 3 p.m.—Men O' War Cutters.
- F. 3.30 p.m.—Governor's Challenge Cup.
- G. 4 p.m.—Interport Pairs.
- H. 4.30 p.m.—Officers of Fleet, Gigs and Whalers.
- I. 5 p.m.—Tub Sculls.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report of 27th inst. Messrs. Benjamin, Kelly & Potts write:—Owing to the adverse conditions, as mentioned in our last circular, still prevailing, the volume of business transacted during the week under review, has again been small. An improvement, however, is anticipated to set in after the China New Year holidays.

Banks.—Hongkong and Shanghai Banks have further improved their position after sales at \$715 and are now in demand at \$720. The London quotation is \$715.10. Nationals have been done at \$38.

Marine Insurances.—Unions have been negotiated at \$700. Cantons continue in request at \$250. China Traders after having been done at \$58 close steady with sales at \$58. Yangtzes are quoted at \$155.

Fire Insurances.—Hongkong Fires are quiet at \$340. China Fires are unchanged with buyers at \$31.

Shipping.—Hongkong, Canton and Macao Steamboats are weaker with sellers at \$27. Indo-Chinas have been done at \$124, \$124½, with equivalent rates forward. At the close however, the market is quieter with probable sellers at \$124. Star Ferries are unchanged at \$18 for the old and \$20 for the new issue.

Refineries.—China Sugars are quiet at the quotation of \$219. Luzons are wanted at \$20. Mining.—Chinese Engineerings, after sales at \$15, 7.70, close weaker with sellers at \$15. 7.50. Orientals have been done at G. \$18½. Rayths are unchanged at \$3½.

Docks, Wharfs and Godowns.—Docks have further depreciated to \$210 and are to be had at this rate. It is stated that, subject to audit, the directors of this company will recommend at the forthcoming meeting a dividend of 12 per cent (\$6 per share), and a bonus of 2 per cent (\$1 per share), altogether \$7 per share and carry forward about half a million dollars. Farabams are in demand at \$15. 15½ and business has been done forward at slightly more than the equivalent rates for cash. Kowloon Wharfs are steady at quotations of \$104½ for the old and \$102 for the new issue. Hong-kew Wharfs are firmer after sales at \$129½ and close with buyers at \$130.

Lands, Hotels and Buildings.—Hongkong Lands have further declined to \$144, but remain without business. Shanghai Lands have advanced to \$115. Hongkong Hotels have been sold at \$140. Humphreys' Estate have been done at \$12½, \$12½ and \$12.60.

Cotton Mills.—Hongkong Cottons have been dealt in at \$13, but close weaker. Ewos are quoted at \$15. 25 sales, International at \$15, 24 sales, and Seychess at \$15. 160 sellers for old shares.

Cigar Companies.—Cigumats continue in demand at the improved rate of \$15. 67.

Miscellaneous.—Green Islands are quiet at \$29. Watsons have been dealt with in small lots at \$12½. China Borneos have been negotiated at advancing rates from \$13 to \$16 closing with sellers at the latter rate. Langkats are steady at \$15. 270.

To-day's
Advertisements.

WHY NOT THE BEST?

SEVEN GRAND PRIZES
AWARDED TO
SINGER SEWING MACHINES
AT THE
ST. LOUIS EXPOSITION.
SHOW-ROOMS:—1, WYNDHAM STREET.
Cash or Easy Monthly Payments.
Hongkong, 28th January, 1905. [48]

EXCURSION TO MACAO.

THE Splendid Steamer
"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance's* wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " " \$3.00, " " \$3.00
Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., Ltd.
S. A. NORONHA,
Macao Agent.
Hongkong, 2nd September, 1904. [16]

To-day's
Advertisements.

THEATRE ROYAL.
CITY HALL.
HONGKONG AMATEUR DRAMATIC CLUB.
"JANE,"
A Farce in 3 Acts, by H. NICHOLLS and W. LESTOCK, will be produced
TO-NIGHT,
(SATURDAY), 28th January, 1905.
Prices ... \$3, \$2, \$1.
Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.

BY SPECIAL REQUEST.
AN EXTRA PERFORMANCE OF
"JANE,"
MONDAY, 30th January, 1905, at 9 P.M.
POPULAR PRICES.
Dress Circle and Stalls \$2. Pit Stalls \$1.
Pit 50 Cents. No Half-price.
Booking Office at ROBINSON PIANO CO. now open.
ARTHUR CHAPMAN,
Business Manager.
Hongkong, 28th January, 1905. [115]

HONGKONG REGATTA.
NOTICE.
INTENDING COMPETITORS in the HONGKONG REGATTA are reminded that ENTRIES should be sent in on or before February 1st to the Hon. Secretary,
E. R. HALLIFAX,
Central Station.
Hongkong, 28th January, 1905. [185]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 7th day of February, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Seven Lots of CROWN LAND at Cheung Kwan O, in the New Territory of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years, if competent for the Colonial Government so to make it.

PARTICULARS OF THE LOT.

| No. of Lot. | Locality. | Boundary Measurements. | Contents in acres and square feet. | Annual Rent. | Upset Price. |
|-------------|-------------------------------|------------------------|------------------------------------|--------------|--------------|
| | | | | | |
| 1. | Cheung Kwan O, New Territory. | 155 151 4 1/2 | 285 1/2 acres, 15 3/4 acres. | 15000/0000 | \$13,288 |
| 2. | Do. | 250 250 400 | 400 1/2 acres, 11 1/2 acres. | 15000/0000 | 156 1/2 |
| 3. | Do. | 250 250 285 | 285 1/2 acres, 11 1/2 acres. | 15000/0000 | 146 1/2 |
| 4. | Do. | 180 220 270 | 192 1/2 acres, 11 1/2 acres. | 15000/0000 | 141 1/2 |
| 5. | Do. | 250 250 385 | 385 1/2 acres, 11 1/2 acres. | 15000/0000 | 150 1/2 |
| 6. | Do. | As per plan. | about 300 acres. | 15000/0000 | 300 1/2 |

Hongkong, 28th January, 1905. [186]

PUBLIC AUCTION.

THE Undersigned will Let by Public Auction, ON
MONDAY,
the 30th January, 1905, at 4 P.M.,
on the Spot,
The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of
BOOTHES AND MATSHEDS
on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.
TERMS:—Cash.
For Plan and Conditions of Sale, apply to—
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 28th January, 1905. [165]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Mongolia*.
From Australia, ex S.S. *Victoria*.
From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 28th January, 1905. [2]

To-day's
Advertisements.

HONGKONG ICE COMPANY, LIMITED.
THE TWENTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of the General Managers, Pedder's Street, at 12.30 P.M., on MONDAY, 13th February, to receive a Statement of the Company's Accounts to 31st December, 1904, and the Report of the General Managers.
The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 13th February, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th January, 1905. [187]

Intimations.
YOU WANT
PROVISIONS
AND
WINES
IN
1905.

GET YOUR SUPPLIES
FROM

R. Perez & Co.

(SUCCESSORS TO

A. CHAZALON & Co.

AND

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

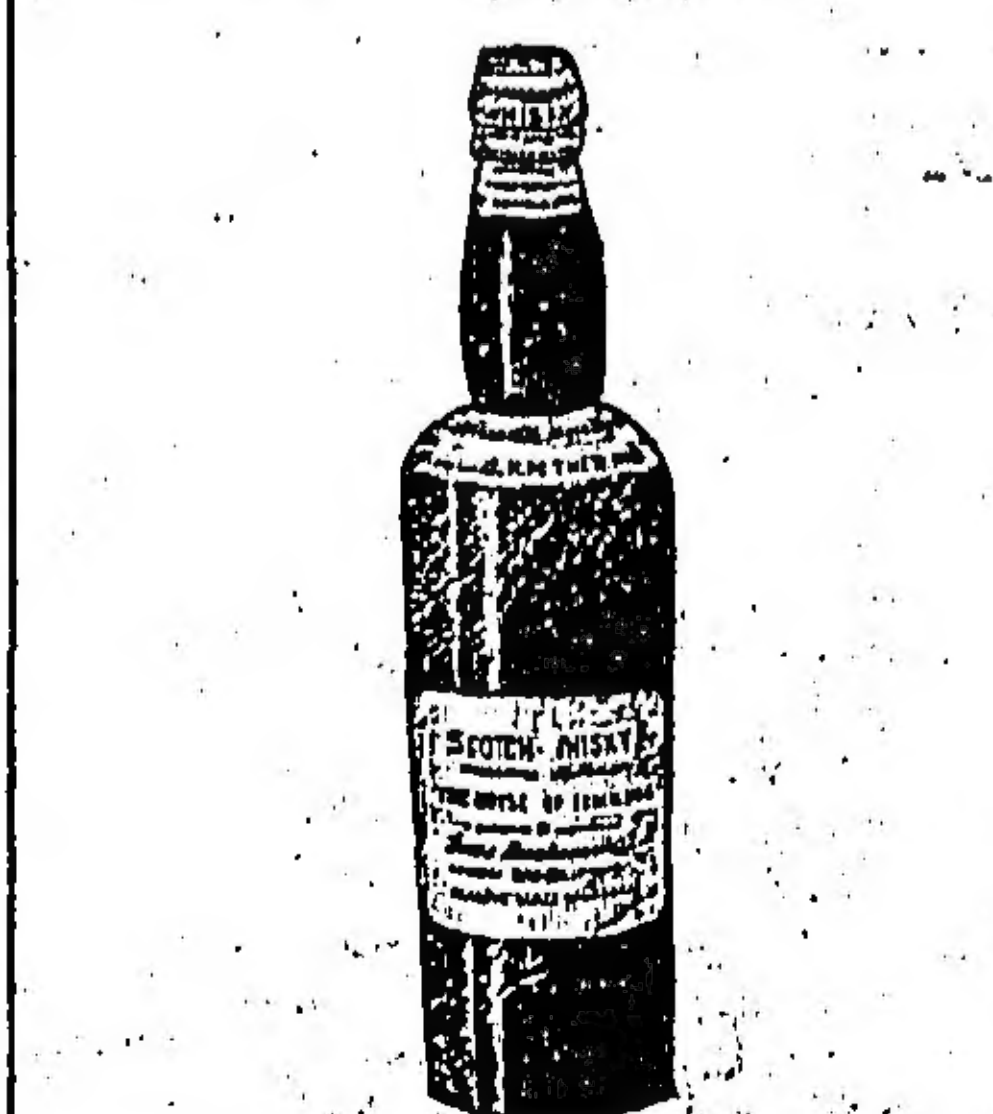
Opposite Connaught Hotel.

Who are Suppliers of High Class
Wines, Spirits and
Provisions,
French Bakers,
Navy Contractors,
and
Commission Agents.

BRANCHES:
HONGKONG, SHANGHAI, HANKOW.
Hongkong, 7th January, 1905. [3]



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [7]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUE |
|-----------------------|------------------|----------------|
| GLASGOW and LIVERPOOL | "PAKLING"..... | 31st January. |
| GLASGOW and LIVERPOOL | "STENTOR"..... | 6th February. |
| GLASGOW and LIVERPOOL | "PATROCLUS"..... | 14th February. |
| GLASGOW and LIVERPOOL | "ACHILLES"..... | 21st February. |
| GLASGOW and LIVERPOOL | "ANTENOR"..... | 28th February. |
| GLASGOW and LIVERPOOL | "ODPACK"..... | 27th February. |
| GLASGOW and LIVERPOOL | "PINGSUEY"..... | 3rd March. |
| GLASGOW and LIVERPOOL | "ULYSSES"..... | 7th March. |

S.S. "PAKLING," from U. K., left Singapore at daylight on the 26th inst., and is due here at daylight on the 31st.

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|------------------|----------------|
| AMSTERDAM, LONDON & ANTWERP | "PRIAM"..... | 2nd February. |
| AMSTERDAM, LONDON & ANTWERP | "GLAUCUS"..... | 14th February. |
| *GENOA, MARSEILLES & L'POOL | "AJAX"..... | 20th February. |
| AMSTERDAM, LONDON & ANTWERP | "IDOMENEUS"..... | 28th February. |
| AMSTERDAM, LONDON & ANTWERP | "STENTOR"..... | 14th March. |
| *GENOA, MARSEILLES & L'POOL | "PATROCLUS"..... | 20th March. |
| AMSTERDAM, LONDON & ANTWERP | "ACHILLES"..... | 28th March. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMER | TO SAIL |
|-----------------------------------------------------------------------------------------------|-----------------|------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA | "PINGSUEY"..... | 6th March. |

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th January, 1905.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|------------------------------------------------------------------------------------------------|---------------|---------------|
| MANILA | "TAMING"..... | 31st January. |
| NINGPO and SHANGHAI | "HUYAN"..... | 3rd February. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "TSINAN"..... | 13th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th January, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain | For | Sailing Dates |
|-----------|-------|--------------|--------|------------------------------------|
| ZAFIRO | 2,40 | R. Rodger | MANILA | SATURDAY, 4th Feb. at 10 A.M. |
| RUBI | 2,540 | R. W. Almond | " | SATURDAY, 11th Feb., at 10 A.M. |

For Freight or Passage, Apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 28th January, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

| Steamship | About |
|-----------------|---------------------|
| "RAS ISSA"..... | 30th January, 1905. |

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 6th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail at Daylight on |
|------------------|-------|---------|------------------------|
| "ARABIA"..... | 4,483 | Bahle | February 13th, 1905. |
| "ARAGONIA"..... | 5,198 | Schuldt | March 5th, " |
| "NICOMEDIA"..... | 4,370 | Wagner | March 31st, " |
| "NUMANTIA"..... | 4,370 | Brehmer | April 20th, " |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger
Street, has always on hand

FIRST-CLASS WRITING AND PRINTING

PAPERS, AND STATIONERY

of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW".....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,338.....H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey...\$4

Meals.....\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship.

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered,

is the newest, fastest, and most luxuriously fur-

nished steamer on the line and is lighted

throughout with Electricity; hot and cold water

service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY

WEDNESDAY and FRIDAY EVENING,

at 9 P.M., and returning from Canton every

following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50

Meals.....1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENDT & Co.,

Canton Agents.

Hongkong, 24th June, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.E.

THIS Steamer departs from Hongkong on

Week Days, at 8 A.M. and on Sun-

days at 8.10 A.M. Departs from Macao on Week

Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including

Cabin and servant, Single \$3; Return Ticket,

\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the

following rates:—1st and 2nd Class, Single

Ticket, \$1; Return, \$2; 3rd Class, Single,

50 cents; Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied

either on Board, or at the Macao Hotel, for

returning passengers only, at an extra charge

of \$2.

On Sundays, passengers desiring to have a

Private Cabin which has accommodation for

two or more passengers, will be charged \$3

extra.

First Class Passengers, who do not care to

return on the Excursion Sunday, will be allowed

to do so the following day (Monday) on pro-

duction of the Return Half Ticket. Should

the Steamer not run on the Monday, owing to

the Boiler cleaning, due notice will be given

by the Captain, and the Half Ticket will be

available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the

Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904 About

"GHAEER".....30th Jan., 1905.

"SATSUMA".....10th Feb., "

"RICHMOND CASTLE" 25th "

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 1st January, 1905.

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captains F. Wheeler, will be despatched as

above, on TUESDAY, the 31st instant, at

3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 24th January, 1905.

FOR SHANGHAI AND CHIN-WAN-TAO.

(Taking Cargo through to Tientsin).

THE Steamship

"OPLAND,"

will be despatched on 1st February, at 11 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 26th January, 1905.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed

at their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Ltd.,

whence and/or from the wharves delivery may

be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 2nd proximo will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 9th

proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 2nd proximo, at 11 A.M.

(No Fire Insurance has been effected.)

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 26th January, 1905.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "ST. FILLANS,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

at Kowloon, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 30th instant will be

subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the

5th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 30th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,

Agents.

Hongkong, 24th January, 1905.

FROM HAMBURG, ANTWERP, PENANG

AND SINGAPORE.

THE H. A. L. Steamship

"ALEXIA,"

Captain Sachs, having arrived from the

above ports, Consignees of Cargo are hereby

requested to send in their Bills of Lading for

countersignature by the Undersigned and to

take immediate delivery of their goods from

alongside.

Optional Cargo will be forwarded unless notice

to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Limited,

and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 30th instant will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 30th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 23rd January, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FORMOSA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by

mark, and delivery can be obtained as soon as

the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Arabia."

Optional Goods will be landed here unless

instructions are given to the contrary before

3 P.M. TO-DAY.

Goods not cleared

Shipping.

Arrivals.

Yangtze, Br. s.s., 4,140, W. C. Lycett, 27th Jan.,—Seattle and Tacoma, &c. 22nd Dec., Gen.—B. & S.
China, Aust. s.s., 3,855, Genoul, 27th Jan.,—Mojito 23rd Jan., Gen.—S. W. & Co.
Chupra, Br. s.s., 1,436, Cammick, 27th Jan.,—Bangkok 20th Jan., Teak—J. M. & Co.
Telemachus, Br. s.s., 1,510, J. Williamson, 27th Jan.,—Saigon 23rd Jan., Ballast—W. Fat Shing.
Chusan, Br. s.s., 2,852, H. W. Kenrick, 28th Jan.,—Bomby 11th Jan., and Singapore 23rd, Mails and Gen.—P. & O. S. N. Co.
Hinsang, Br. s.s., 1,536, D. E. Sawyer, 28th Jan.,—Hongkong 26th Jan., Coal—J. M. & Co.
Triumph, Ger. s.s., 769, A. Hansen, 28th Jan.,—Fochow via Amoy and Swatow 27th Jan., Gen.—O. S. K.
Ghazee, Br. s.s., 3,242, D. S. Bailey, 28th Jan.,—Fochow 26th Jan., Gen.—D. & Co. Ltd.

Clearances at the Harbour Office.

Samsen, for Swatow.
Fritthof, for Swatow.
San Ching, for Canton.
Yingking, for Canton.
Kwongchow, for Canton.
Rafaburi, for Pakhoi.
Haitan, for Swatow.
Shun Lee, for West River.
Radnorshire, for Shanghai.
Loongmoon, for Shanghai.
Pak Kong, for West River.
Declma, for Swatow.
Charles Hardouin, for Canton.
Jacob Diederichsen, for Hoihow.
Gaelic, for Batavia.
Oceano, for Nagasaki.
Yikang, for Swatow.
Wingchak, for Macao.
Chan On, for West River.
San U, for West River.

Departures.

Jan. 28.
Coromandel, for Europe.
Rubi, for Manila.
Benzworth, for Nagasaki.
Charterhouse, for Swatow.
Helen, for Canton.
Princess Marie, for Singapore.
Highlander, for Kobe.
Oland, for Canton.
Chusan, for Shanghai.
Radnorshire, for Shanghai, &c.
Indrapura, for Shanghai.
Hong Wan, for Amoy.
Declma, for Swatow.
Loongmoon, for Shanghai.
Samien, for Bangkok.

Passengers arrived.

Per Chusan, for Hongkong from Colombo—Mr. S. Houghton. From London—Mrs. Taylor and 2 infants, Capt. G. F. Muller, Lt. Col. C. A. Belford, Dr. J. Jones, Gant, J., Mrs. and Miss Mackenzie, R.N. From Gibraltar—Messrs. A. S. M. Dugue and A. C. Saccadura. From Marseilles—Miss Turner, and Mr. T. Salvador. From Singapore—Messrs. C. M. Phillip, S. L. Cowan, I. L. Rouston, G. A. Irwin, P. Roza, A. F. Castilho, and 2 Stammers. For Shanghai from London—Rev. and Mrs. G. A. Clayton and 2 infants, Dr. W. A. Tatchell, Misses V. Protheroe, K. Wheatley, G. Markwick, and Sergt. J. I. Webster. From Marseilles—Mr. A. Wide, Mr. and Mrs. J. Simons, and Mr. J. Michel. From Singapore—Messrs. Hum S. Yak, T. R. Calbert and W. Hawkins. For Yokohama from Marseilles—Mr. Lancelotti Gregson. From Port Said—Mr. D. R. Friedlander.

Per Telemachus, from Saigon—Capt. Vidal, and Mr. Perez.

Passengers departed.

Per Loongmoon, for Manila—Messrs. Samuel Rebarber, P. Van Gennipgen, Mrs. Oedjoe, Rev. Gen. I. Siliam, Messrs. Chas. McLean, P. E. O. Bird, A. H. Crook, Linz G. Azanah, Mariano Pizarro, C. Yonetsu and Wong Man Liong.
Per Rubi, for Manila—Mr. and Mrs. B. Abella, Miss L. Abella, Mr. C. Mauris, Mr. and Mrs. C. H. Le Vionnois, Dr. and Mrs. I. B. Neis, Messrs. H. S. Chverson, R. S. MacDougall and F. Fujiwara.

Shipping Report.

Str. Yangtze from Seattle—Fair passage across Pacific, good weather to leaving Shanghai, thick fog from Hsienan to Tung Yung, heavy rain, thunder and lightning between Lamooks and Breaker Points, strong current down Formosa Channel.

Vessels in Port.

STAMPAH.
Agincoirt, Br. s.s., 3,876, Worsnop, 3rd Oct.,—Hainan 1st Oct., Ballast—Order.
Bjornstien Bjornsen, Nor. s.s., 736, C. Olsen, 24th Jan.,—Sourabaya 14th Jan., Gen.—Thoresen & Co.
Empress of India, Br. s.s., 3,032, O. P. Marshall, 28th Jan.,—Vancouver, (R.I.C.) 26th Dec., and Shanghai 15th Jan., (Mails) and Gen.—C. P. R. Co.
Gaelic, Br. s.s., 2,691, W. Finch, R.N.R., 18th Jan.,—San Francisco 13th Dec., Honolulu 20th, Yokohama 5th Jan., Kobe 7th, Nagasaki 8th, and Manila 16th, Mails and Gen.—O. & O. S. S. Co.
Haitan, Br. s.s., 1,181, J. S. Roach, 22nd Jan.,—Fochow 10th Jan., Amoy 20th, and Swatow 21st, Gen.—D. L. & Co.
Hohstein, Ger. s.s., 1,275, H. Ramer, 18th Jan.,—Sourabaya 7th Jan., Sugar—L. W. & Co.
Hub, Fr. s.s., 705, Godineau, 27th Nov.,—Haiphong and Hoihow 26th Nov., Gen.—A. R. M.
Indravelli, Br. s.s., 3,215, S. Collington, 28th Nov.,—Shanghai 14th Nov., Ballast—J. M. & Co.
Kaifong, Br. s.s., 1,024, E. Finlayson, 27th Jan.,—Hoihow 23rd Jan., Gen.—B. & S.
Katharine Park, Br. s.s., 1,075, W. H. Capp, 12th Jan.,—Sasebo (Japan) 8th Jan., Light—G. I. & Co.
Kohsichang, Ger. s.s., 1,392, C. Goswisch, 25th Jan.,—Bangkok 19th Jan., Gen.—B. & S.
Oceano, Br. s.s., 3,050, F. W. Davies, 26th Jan.,—Delagoa Bay, 25th Jan., Coals—H. A. L.
Onsang, Br. s.s., 1,787, J. T. Davies, 21st Jan.,—Java 12th Jan., Sugar—J. M. & Co.
Pechan, Ger. s.s., 2,104, L. Ueke, 26th Jan.,—Mojito 21st Jan., Coal—J. & Co.
Rafaburi, Ger. s.s., 1,056, G. Wendig, 25th Jan.,—Swatow 24th Jan., Gen.—B. & S.
Saward, U.S. transport, 350, Croakey, 28th Dec.—Manila 24th Dec.
Sulsang, Br. s.s., 1,776, F. Wheeler, 24th Jan.,—Calcutta 8th Jan., Penang and Singapore 17th, Gen.—J. M. & Co.
Tamling, Br. s.s., 1,335, A. W. Outerbridge, 27th Jan.,—Manila 24th Jan., Gen.—B. & S.
Yikang, Br. s.s., 1,276, W. D. Welsh, 27th Jan.,—Canton 26th Jan., Gen.—J. M. & Co.
Yuenang, Br. s.s., 1,128, P. H. Rolfe, 21st Jan.,—Manila and Amoy 20th Jan., Gen.—J. M. & Co.

SAILING VESSELS.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.,—New York 7th Aug., 1904, Petroleum.—S. O. Co.

Steamers Expected.

| Vessels | From | Agents | Date |
|---------------|-----------|--------------|---------|
| Zafiro | Manila | S. T. & Co. | Jan. 30 |
| Bayern | Japan | M. & Co. | Jan. 30 |
| Kumsang | Singapore | J. M. & Co. | Jan. 31 |
| Peking | Singapore | B. & S. | Jan. 31 |
| Sambha | Singapore | H. A. L. | Feb. 1 |
| P. Waldemar | Mojito | M. & Co. | Feb. 1 |
| Sachsen | Singapore | M. & Co. | Feb. 2 |
| Arabia | Portland | P. & A. Co. | Feb. 8 |
| Emp. of Japan | Vancouver | C. P. R. Co. | Feb. 11 |
| P. Segismund | Sydney | M. & Co. | Feb. 13 |

Hongkong & Whampoa Dock Returns.

| Vessels | At Kowloon Dock |
|------------------|-----------------|
| Hud | " |
| H.M.S. Moorhen | " |
| Yuenang | " |
| Die | " |
| Hellas | " |
| Haitan | " |
| Katharine Park | " |
| Taigtau | " |
| Empress of India | " |
| Eliz Rickmers | " |
| Kaifong | " |
| Hohstein | " |
| Hongkong | " |
| Kwong Tung | " |
| Kansu | " |
| Honam | Cosmopolitan |
| Fuk Po | Aberdeen |

Ships Passed The Canal.

Outward—23rd December—Hestburn, Maclean, 20th December—Easy Abby, Benworth, 30th December—Albion, Remulus, 4th January—Glenjar, Benalder, Pak Ling, Macduff, 7th January—Skutten, Egevanon, Stentor, Dalmeny, Baron, Valenta, 10th January—Benid, Indravadi, Charente, Rhenana, Merionethshire, Ithaka, Sandhurst, Knight of St. George, Kennock, 13th January—Japan, Caledonia, Patroclus, Swati, 17th January—Prometheus, Scandia, Grecovalch, 24th January—Candia, Flinshire, Malacca, Princess Alice, Stepha, 27th January—Jerngarden, Oceanic, Mennell, Montrose.

Arrivals at Home—23rd December—Hindustan, 27th December—Manila, Maclean, Prince Regent, 4th January—Kaitou, 10th January—Hrisvaja, Cloverburn, Japan, Slavonia, 13th January—Agamemnon, Heathcliff, Preussen, Tourane, 17th January—Pera, 24th January—Prins Eitel Friedrich, Falldon Hall, Ceylon.

Post Office.

A Mail will close for—
Macao—Per Wingchak, 29th Jan. 8 A.M.
Nantao—Per Tachun, 29th Jan. 9 A.M.
Sanhue—Per Hoi Fu, 29th Jan. 9 A.M.
Canton—Per Poyau, 29th Jan. 9 A.M.
Pakhoi—Per Rafaburi, 29th Jan. 9 A.M.
Canton—Per Hankow, 30th Jan. 7.30 A.M.
Macao—Per Wingchak, 30th Jan. 7.30 A.M.
Macao—Per Hongkong, 30th Jan. 1.15 P.M.
Straits and Rangoon—Per China, 30th Jan. 2 P.M.
Canton—Per Fatshan, 30th Jan. 5 P.M.
Nantao—Per Tachun, 30th Jan. 5 P.M.
Sanhue—Per Hoi Fu, 30th Jan. 5 P.M.
Macao—Per Wingchak, 31st Jan. 7.30 A.M.
Canton—Per Kinsan, 31st Jan. 7.30 A.M.
Macao—Per Hongkong, 31st Jan. 1.15 P.M.
Singapore, Penang and Calcutta—Per Suisang, 31st Jan. 2 P.M.
Manila—Per Tachun, 31st Jan. 3 P.M.
Singapore and Penang—Per Suisang, 31st Jan. 3 P.M.
Nantao—Per Tachun, 31st Jan. 5 P.M.
Sanhue—Per Hoi Fu, 31st Jan. 5 P.M.
Macao—Per Wingchak, 1st Feb. 7.30 A.M.
Chin-wan-tan, Shanghai and Tientsin—Per Opland, 1st Feb. 10 A.M.

Shipping Report.

Str. Yangtze from Seattle—Fair passage across Pacific, good weather to leaving Shanghai, thick fog from Hsienan to Tung Yung, heavy rain, thunder and lightning between Lamooks and Breaker Points, strong current down Formosa Channel.

Vessels in Port.

STAMPAH.
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Empress of India, Br. s.s., 3,032, O. P. Marshall, 28th Jan.,—Vancouver, (R.I.C.) 26th Dec., and Shanghai 15th Jan., (Mails) and Gen.—C. P. R. Co.
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Yuenang, Br. s.s., 1,128, P. H. Rolfe, 21st Jan.,—Manila and Amoy 20th Jan., Gen.—J. M. & Co.

Visitors at the Hotels.

KOWLOON.
Heriot, B.M.L.L. Capt. Stevenson, Lt. Comdr. and Mrs. Mackay
MacGregor, J. W. Thomson, Major and Mitchell, Mr. Mrs. G. S.
Richards, Mrs. Powell Thomson, J. H. Richards, D. S. Watson, Mr. and Mrs. Rowe, Mrs. W. E. and W. H. child

HONGKONG.

Barbillon, P. Lewis, A. R.
Beachboard, D. J. MacDougall, R. J.
Belford, Lt. Col. Mackenzie-Grieve,
Bingham, Mr. & Mrs. Capt. Mrs. and Miss
T. E. and child Marriott, Dr. O.
Birbeck, R. J. Martin, R.N., Surgeon
Bissell, W. S. W. L.
Blair, D. K. McArar, T. P.
Boggan, Mr. and Mrs. Meadowcroft, W.
and infant Moir, R.N., Lt. and Mrs.
Bonner, E. A. W. M.
Bothwick, R. W. Moon, Mr. & Mrs. E. M.
Bothwick, Mrs. R. W. Newall, S. G.
and child Newtoning, A. G.
Brown, M. S. Fattie, Mrs. J. A.
Broughall, L. Perkins, Mr. and Mrs.
Cadde, Miss L. T. L.
Clark, Dr. Francis Potts, W. H.
Clark, T. Prietion, Miss F. La
Clark, W. G. Puddappa, W. T.
Cowan, S. C. Quinn, Jas.
Cunningham, G. Ranney, F. O.
Davies, F. O. Ranney, Mrs. F. O.
Davies, Mrs. J. T. Rice, P. F.
Davidson, R. W. Camp- Roach, Mrs. J. S. and
bell child
Deacon, F. B. Robertson, W. R.
Dean, G. Rutherford, N. H.
Dean, Mrs. R. Salvador, J.
Dickinson, A. Scott, R. D.
Douglas, Capt. & Mrs. J. Scott, Mr. & Mrs. J. G.
Dawning, Mr. and Mrs. Seibert, Dr.
T. C. Skott, C.
Edwards, G. H. Somerville, Geo.
Emerson, A. Soper, C. H.
Fisher, H. G. Stein, A. L.
Forster, Dr. A. F. Stewart, W. M.
Forum, Mrs. P. Thomas, C. B.
Frege, Mr. and Mrs. A. Thomson, Dr. J. C.
Friedlander, L. H. Thornborough, J.
Glover, C. Trimnell, W. D.
Grant, A. W. Tufnell, Mrs. L. G.
Gray, H. C. Tether, J. M.
Hall, Capt. T. Vida, F. R.
Hamilton, J. G. Wemyss, J. L.
Harron, J. Wemyss, Mr. and Mrs.
Harding, R. W. F.
Hardy, Mrs. C. S. Wheeler, Mr. and Mrs.
Haughton, S. H. S.
Hopkins, Mr. and Mrs. Whitton, Mrs. A. M.
J. R. child and infant
Hurst, R.N., Engineer-Williamson, A.S.C., Maj.
Capt. Wolff, Philip
Innes, Capt. R. Woolmer, Mr. and Mrs.
Isely, Rev. F. C. E.
Katsch, E. A. Wright, Mr. and Mrs.
Kemp, H. H. Gordon
Kite, F. W.

PEAK.

Atkinson, R. D. Louder, Mr.
Beattie, J. M. Martin, R.
Bentley, M. P. Moxon, Mr. and Mrs.
Bentwick, Capt. and Herbert
Mrs. and children Ollent, Capt. and Mrs.
Brown, Col. F. L. Oliver, Mr. and Mrs.
Brown, Mrs. L. F. Ollis, F. B.
Brown, Miss Ethel O'Neil, J. L. Hough
Bunsey, Col. and Mrs. Parker, Mrs. A. R.
C. W. and children Paxton, Capt. H. W.
Chapman, A. Phillips, Major
Chichester, Major and Robert, A. C. Mr.
Mrs. A. A. Robert, A. C. Mr.
Clark, Mr. Rymer, Mr. and Mrs.
Courtney, G. Sawyer, Mrs.
Darling, Col. Smith, C. W.
David, A. J. Smith, Mr. and Mrs.
David, J. Mr. Smith, Mr. and Mrs.
Dixon, Mr. Spalchaver, W. O. C.
Dymock, Lieut. A. Stevenson, D.
Gales, Capt. Steen, Mr.
Grant, A. R. Stokes, Mr.
Hassan, Mr. and Mrs. Story, Mr.
Haynes, Col. Thomson, Mr. & Mrs.
Hazelard, F. A. W.
Holbrow, Mr. W.
Hudig, D. Turner, Miss
Jeffries, H. U. Uffell, W. von
Joseph, Mr. and Mrs. Watkins, R.E., Capt.
Joshi, Major C. L. and Mrs.
Kaye, Major and Mrs. Webborn, S. T.
Koye, Lady F. & maid White, Dr. and Mrs.
Lang, Mr. M. J.

CRAIGFURN.

Hird, Mr. & Mrs. L. G. Skottowe, Mr. and Mrs.
Dunn, G. H. W.
Franklin, G. Smith, Mr. and Mrs.
Gaskell, Mr. and Mrs. Grant
Holmes, N. M. Southam, Mr. and Mrs.
Morrill, G. E. and child
Nicholls, E. A. Webb, Mr. and Mrs.
Riadore, R.N., Lieut. Moutague
Commander & Mrs. Woodward, Mr. & Mrs.
and children
Smith, E. Grant

OCCIDENTAL.

Bands, F. Loias, Mr. and Mrs.
Brown, Mr. T. C. and daughter
Chandler, Lieut. Matthews, P.
Fries, Mr. Munio, Miss A.
Furth, H. Nast, V.
Guertin, C. N. Reichel, W.
Key, Dr. Rober, Capt. W.
Kiens, L. Roth, Dr.
Lloyd, Mr. and Mrs. Twyne, Mrs.
and child Worsnop, Capt.

TO-MORROW.

Fourth Sunday After Epiphany.
St. John's Cathedral, Hongkong.
The following will be the order of service to-morrow—
Holy Communion, 7.30 a.m.; Matins, 11 a.m., Responses: Tallis, Venite: Savage, Psalmist Turlin, Barnby and Brownsmith, Te Deum: Gadsby, in E. flat, Benedictus: Hopkins in C, Hymns: 287, 285 and 271.
Evensong, 4.45 p.m., Responses: Tallis, Psalms: Rimbault, and Stainer, Magnificat: Turlin in F, Nunc Dimittis: Ouseley in D, Hymns: 282, 291 and 21, Vesper Hymn: Ward (No. 1.)

St. Peter's Seamen's Church.
Queen's Road, West.
Holy Communion 7.30 a.m.
Morning Prayer 11 a.m., Venite, Wesley Te Deum, Russell; Jubilate, Barnby; Hymns, 487, 407, 594 and 331; Kyrie.
Evening Prayer: Magnificat, Goss; Nunc Dimittis; Croft, Hymns, 12, 435, 595 and 16.
The Church launch Dayspring will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.); returning afterwards. The Answering Pennant is the flag.

All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided. Sunday school 10 to 10.45 a.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point—Morning Service, 11 a.m.,
St. Francis' Church, Wanchai—Mass (Chin.) 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Union Church—Services, 11 a.m. and 6 p.m.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

| NAME | CLASS | TONS | GUNS | H.P. | CAPTAIN | LAST REPORTED AT |
|------------|------------------------|--------|------|--------|---------------------------------|------------------|
| Alacrity | despatch-vessel | 1,700 | 4 | 3,000 | Commander Harbord | Hongkong |
| Albion | battleship, 1st class | 12,950 | 16 | 13,500 | Captain Sydney R. Fremantle | Hongkong |
| Algerine | sloop | — | — | — | Reserve | Hongkong |
| Amphitrite | cruiser, 1st class | 11,000 | 16 | 18,000 | Captain Charles Windham, C.V.O. | Weihai-wai |
| Andromeda | cruiser, 1st class | 11,000 | 16 | 16,500 | Captain R. Nelson Ommanney | Hongkong |
| Astrea | cruiser, 2nd class | 4,360 | 10 | 7,000 | Captain Lionel G. Tubell | Hongkong |
| Bramble | gunboat, 1st class | — | — | — | Reserve | Hongkong |
| Britomart | gunboat, 1st class | — | — | — | Reserve | Hongkong |
| Centurion | battleship, 1st class | 10,500 | 14 | 13,000 | Captain Fegan | Hongkong |
| Chernub | water tank and tug | 390 | — | 300 | — | Hongkong |
| Fame | torpedo boat destroyer | 306 | 6 | 5,700 | Lieut.-Commander C. Assel | Hongkong |
| Glory | battleship, 1st class | 12,950 | 16 | 13,500 | Captain Hon. Stopford | Hongkong |
| Handy | torpedo boat destroyer | 275 | 6 | 4,000 | — | Hongkong |
| Hart | torpedo boat destroyer | 275 | 6 | 4,000 | — | Hongkong |
| Hogue | cruiser, 1st class | 1,200 | 14 | — | Captain Shortland | Hongkong |
| Humber | storeship | 1,640 | — | 800 | Lieut. P. M. Riadore | At Sea |
| Iphigenia | cruiser, 2nd class | 3,600 | 8 | 7,000 | Captain William B. Fawcner | Hongkong |
| Janus | torpedo boat destroyer | 280 | 6 | 3,900 | Lieut.-Commander J. A. Gregory | Hongkong |
| Kinshasa | river gunboat | 85 | 4 | — | Lieut.-Commander G. B. Powell | Yangtze |
| Moorehen | river gunboat | 180 | 2 | 800 | Lieut.-Commander F. B. Noble | Hongkong |
| Ocean | battleship, 1st class | 12,950 | 16 | 13,500 | Captain T. G. Greet | Hongkong |
| Otter | torpedo boat destroyer | 350 | 6 | 6,300 | — | Hongkong |
| Phaenix | sloop | — | — | — | Reserve | Hongkong |
| Rambler | surveying-vessel | 835 | 6 | 650 | Commander C. E. Monro | Hongkong |

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS,"

Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 7th February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. POLYNESIESE 21st February,
S.S. CALEDONIE 7th March,
S.S. OCEANIE 21st March.

L. BRIDOU,
Acting Agent.

Hongkong, 26th January, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers. | Tons. | Captains. | Sailing. |
|-----------|-------|-----------------|------------|
| Lyra | 4,417 | G. V. Williams | Ab. Feb. 3 |
| Plutarch | 3,753 | F. G. Partridge | Mar. 4 |
| Tremont | 6,006 | T. W. Garlick | Mar. 4 |

† Cargo only.

FOR MANILA.

The largest, steadiest and most comfortable steamer for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The two-screw s.s. *Shamout* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 24th January, 1905.

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE

at

No. 45, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904.

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRADORES,

have this day

REMOVED

TO

No. 12, POTTINGER STREET,
(opposite their old establishment)
Hongkong, 24th November, 1904.

For Sale.

NO. 2 AND 3, GOUGH HILL,
AT THE PEAK.

AN ELEVEN-ROOMED HOUSE with
Dressing, Dining and Bath-rooms, furnished; distant thirteen minutes' walk from the Tram, fitted with gas, electric lights, hot and cold water, large Kitchen, Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOMES & Co.

Hongkong, 30th December, 1904. [1398]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.20 per Bag ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd September, 1904. [50]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT MANTLES,

OHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

NO. 1, RIFON TERRACE.

"HATHERLEIGH," a detached residence with Tennis Court on CONDUIT ROAD.

A HOUSE in WONG NEI CHONG ROAD, FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 15th January, 1905. [69]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD, Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleansed and colour-washed, in flats or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [71]

TO LET.

GODOWNS Nos. 100 and 101, Praya East, with Water Frontage.

Apply to—

"VICTORIA BUILDINGS,"

Hongkong, 28th December, 1904. [1394]

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsui Tsa Tsai, Kowloon. Each with five spacious well-ventilated living rooms, two bath-rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

SHARE QUOTATIONS.

Supplied by Messrs. Williams, Gately & Potts. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT. RESERVE. | AT WORKING ACCOUNT. | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION. | CLOSING QUOTATIONS. |
|---------------------------------------------------------------|-------------------|------------|------------|------------------------------------------|------------------------|-----------------------------------------------------------------------------|---------------------------------------------------|------------------------------|
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 80,000 | \$125 | \$125 | \$1,000,000 | \$1,492,554 | Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904 | 5% | \$720 buyers. |
| National Bank of China, Limited | 99,995 | £7 | £7 | \$219,660 | \$21,668 | \$2 (London 3/6) for 1903 | 5 1/2% | London £75 1/2 \$38 sales |
| MARINE INSURANCES | | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,400,000 | \$150,494 | \$17 for 1903 | 6 1/2% | \$250 sales & b. |
| China Traders' Insurance Company, Limited | 24,000 | \$83.33 | \$25 | \$550,000 | Nil. | \$4 1/2 for year ended 30.4.1904 | 7 1/2% | \$58 1/2 sales |
| North China Insurance Company, Limited | 10,000 | £15 | £5 | Tls. 800,000 | Tls. 217,119 | Final of 10/- making £1 for 1903 | 8% | Tls. 95 sellers. |
| Union Insurance Society of Canton, Limited | 10,000 | \$250 | \$100 | \$1,850,000 | \$2,078,997 | \$35 for 1903 | 5% | \$700 sales |
| Yangtze Insurance Association, Limited | 8,000 | \$100 | \$50 | \$2,000,000 | \$486,284 | \$12 for 1902 | 8% | \$155 |
| FIRE INSURANCES. | | | | | | | | |
| Chiea Fire Insurance Company, Limited | 20,000 | \$100 | \$70 | \$1,256,755 | \$329,947 | \$6 dividend & \$1 bonus for 1902 | 7 1/2% | \$9 1/2 buyers. |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,700,288 | \$371,110 | \$22 1/2 for 1903 | 6 1/2% | \$340 sellers. |
| SHIPPING, TUG AND CARGO BOATS. | | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$25 | \$25 | none | Dr. \$63,123 | \$5 for 1900 | ... | \$23 |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$185,000 | Nil. | \$3 for year ended 30.6.1903 | 6% | \$34 buyers. |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$600,000 | \$16,362 | \$1 1/2 for first half-year 1904 | 10 1/2% | \$27 sellers. |
| Indo-China Steam Navigation Company, Limited | 60,000 | £10 | £10 | \$205,000 | £5,853 | 10/- for 1903 @ 1/10 5/16 = \$5.378 | 4 1/2% | \$124 sellers. |
| Shanghai Tug and Lighter Company, Limited | 200,000 | Tls. 50 | Tls. 50 | none | Tls. 55,541 | Interim of Tls. 2 for 1904 | 9% | Tls. 50 sales. |
| Do. (Preference) | 100,000 | Tls. 50 | Tls. 50 | none | Tls. 55,541 | Interim of Tls. 2 for 1904 | 9% | Tls. 48 buyers. |
| "Shell" Transport and Trading Company, Limited | 200,000 | £1 | £1 | \$40,000 | £19,553 | Interim of 1/- (Coupon No. 5) for 1904 | 4 1/2% | 22 1/2 |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$15,093 | \$1,287 | \$1.84 & b. 40 cts. for year ending 30.4.04 | 5 1/2% | \$38 |
| Do. | 10,000 | \$10 | \$5 | \$15,093 | \$1,287 | \$30.90 & b. 20 cts. | 3 1/2% | \$29 |
| Straits Steamship Company, Limited | 5,000 | \$100 | \$100 | \$400,000 | \$33,648 | \$5 for 2nd & 4-year making \$13 for 1903 | 9% | \$140 sellers |
| Taku Tug and Lighter Company, Limited | 30,000 | T.Tls. 50 | T.Tls. 50 | Tls. 98,000 | Tls. 865 | Interim of Tls. 1 1/2 for 1904 | 10% | Tls. 30 sellers. |
| REFINERIES. | | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | none | Dr. \$147,717 | Interim of \$5 for 1904 | ... | \$219 |
| Luzon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | none | Dr. \$73,905 | \$3 for 1897 | ... | \$20 buyers. |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 1,635 | Tls. 2 1/2 for year ending 30.9.04 | 4 1/2% | Tls. 5 1/2 sellers. |
| MINING. | | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | £1 | £1 | \$40,000 | £7,820 | No. 3 of 1/6 | 6% | Tls. 7 buyers. |
| Oriental Consolidated Mining Company, Limited | 50,000 | G \$10 | G \$10 | none | G \$672,093 | 50 cents making G \$1 for 1904 | ... | G \$1 1/2 sales. |
| Raub Australian Gold Mining Company, Limited | 50,000 | £1 | £1 | \$4,873 | Dr. £4,029 | No. 12 of 1/- = 48 cents | 3 1/2% | \$5 1/2 buyers. |
| Société Française des Charbonnages du Tonkin | 16,000 | Fcs. 250 | Fcs. 250 | Fcs. 251,337 | Fcs. 85,706 | Final of Fcs. 25 making Fcs. 55 for 1903 | ... | \$490 |
| DOCKS, WHARVES & GODOWNS. | | | | | | | | |
| Geo. Fenwick & Co., Limited | 6,000 | \$25 | \$25 | \$90,000 | \$10,512 | \$3.75 for 1903 | 8% | \$45 sellers. |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd. | 10,000 | \$50 | \$50 | \$50,000 | \$28,015 | Interim of \$2 1/2 for 1904 | 4 1/2% | \$104 1/2 buyers. |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$25,500 | \$505,421 | \$6 dividend and \$2 bonus for first half-year 1904 | 7 1/2% | \$102 sellers. |
| Howarth Erskine, Limited | 12,000 | \$100 | \$100 | \$60,000 | ... | \$10 div. & \$5 bonus for year end. 30/6/04 | 7 1/2% | \$203 buyers. |
| New Amoy Dock Company, Limited | 6,000 | \$64 | \$64 | \$55,500 | \$489 | \$1 1/2 for 1903 | 4 1/2% | \$27 sellers. |
| Riley Hargreaves & Co., Limited | 2,750 | \$100 | \$100 | \$150,000 | \$40,936 | \$7 div. and \$2 1/2 bonus for 1903 | 6 1/2% | \$11 1/2 |
| Do. (Preference) | 2,750 | \$100 | \$100 | \$150,000 | \$40,936 | \$7 dividend | 8% | Tls. 152 1/2 buyers. |
| S. C. Farnham, Boyd & Co., Limited | 55,200 | Tls. 100 | Tls. 100 | Tls. 900,000 | Tls. 48,153 | Tls. 5 interim for 1904/5 | 8 1/2% | Tls. 130 buyers. |
| Shanghai and Hongkew Wharf Company | 32,000 | Tls. 100 | Tls. 100 | Tls. 487,210 | Tls. 22,895 | Interim of Tls. 4 for 1904 | 3 1/2% | \$375 sales. |
| Tanjong Pagar Dock Company, Limited | 37,000 | Tls. 100 | Tls. 100 | Tls. 6,000 | Tls. 43,732 | \$6 for first half year 1904 | 4 1/2% | Tls. 190 sales. |
| Yangtze Wharf and Godown Company, Limited | 2,500 | Tls. 100 | Tls. 100 | Tls. 6,000 | Tls. 1,760 | Tls. 18 for 1903 | 4 1/2% | Tls. 150 sales. |
| LANDS, HOTELS & BUILDINGS. | | | | | | | | |
| Astor House Hotel Company, Limited (Shanghai) | 50,000 | \$25 | \$25 | none | \$9,989 | \$2 1/2 for year ended 30.6.1904 | 9% | \$27 |
| Astor House Hotel, Limited (Tientsin) | 2,000 | T.Tls. 50 | T.Tls. 50 | Tls. 41,000 | Tls. 655 | Interim of Tls. 4 | 6 1/2% | Tls. 150 sellers. |
| China Land and Finance Company, Limited | 6,000 | Tls. 50 | Tls. 50 | \$100,000 | ... | Interim of Tls. 2 | 7 1/2% | Tls. 55 |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$11,824 | \$11,668 | \$5 for first half-year 1904 | 7 1/2% | \$140 sales & b. |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$50,000 | \$51,966 | Interim of \$6 for 1904 | 8% | \$144 sellers. |
| Hotel des Colonies Company, Limited (Shanghai) | 9,000 | Tls. 25 | Tls. 25 | Tls. 13,986 | Tls. 680 | Tls. 0.87 for the year ending 31.3.1904 | 4 1/2% | Tls. 20 1/2 sales. |
| Humphreys Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$200,607 | \$9,177 | 90 cents for 1903 | 7 1/2% | \$12 1/2 sales. |
| Kowloon Land and Building Company, Limited | 6,000 | \$50 | \$50 | \$50,000 | \$636 | \$2.60 for 1903 | 6 1/2% | \$38 1/2 |
| Shanghai Land Investment Company, Limited | 52,000 | Tls. 50 | Tls. 50 | Tls. 800,000 | Tls. 37,634 | Interim of Tls. 3 for 1904 | 7% | Tls. 115 sales. |
| Tientsin Hotel des Colonies, Limited | 1,400 | Tls. 50 | Tls. 50 | none | Dr. Tls. 2,132 | Interim of Tls. 3 1/2 | 7% | Tls. 44 buyers. |
| Tientsin Land Investment Company, Limited | 7,726 | Tls. 100 | Tls. 100 | Tls. 54,626 | Tls. 335 | Interim of Tls. 3 for 1904 | ... | Tls. 125 sales. |
| Wei-hai-wei Land and Building Company, Limited | 3,764 | Tls. 25 | Tls. 25 | none | Tls. 5,150 | None | ... | Tls. 12 buyers. |
| West Point Building Company, Limited | 12,500 | \$50 | \$50 | none | \$1,362 | Interim of \$1 1/2 for 1904 | 5% | \$59 sellers. |
| COTTON MILLS. | | | | | | | | |
| Ewo Cotton Spinning and Weaving Company, Ltd. | 15,000 | Tls. 50 | Tls. 50 | none | Tls. 11,655 | Tls. 4 for year ended 31.10.1903 | 4 1/2% | Tls. 25 sales. |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$10 | none | \$22,862 | 50 cents for the year ending 31.7.04 | 3 1/2% | \$13 sellers. |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 50,000 | Tls. 13,629 | Interim of 3% a/c 1898 | ... | Tls. 24 buyers. |
| Lau-kung-mow Cotton Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | none | Tls. 15,500 | Interim of 4% a/c 1898 on 6,000 shares | ... | Tls. 25 |
| Sze Chee Cotton Spinning Company, Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 5,658 | Tls. 26,389 | 4% for 1897 | ... | Tls. 150 |
| CIGARS AND TOBACCO COS. | | | | | | | | |
| Alhambra, Limited | 300 | \$200 | \$200 | \$779 | nil | \$125 for year ending 30.6.1900 | ... | \$100 buyers |
| Philippine Company, Limited | 17,500 | \$10 | \$10 | ... | ... | First year | ... | \$9 1/2 |
| Shanghai-Sumatra Tobacco Company, Limited | 30,000 | Tls. 20 | Tls. 20 | Tls. 24,820 | Tls. 1,091 | Interim of Tls. 3 | 9% | Tls. 67 buyers. |
| MISCELLANEOUS. | | | | | | | | |
| A. S. Watson & Co., Limited | 90,000 | \$10 | \$10 | \$25,000 | \$2,883 | Interim of 50 cents for 1904 | 8% | \$12 1/2 sales. |
| Bell's Asbestos Bagging Agency, Limited | 8,624 | 12/6 | 12/6 | none | £161 | 6d. per share for 1903 | 5 1/2% | \$5 |
| Campbell Moore & Co., Limited | 1,200 | \$10 | \$10 | \$5,500 | \$596 | \$3 for 1903 | 7 1/2% | \$20 sellers. |
| Central Stores, Limited | 6,000 | \$15 | \$12 | \$20,000 | \$1,253 | Interim of \$1.20 for 1904 | 12 1/2% | \$100 |
| Do. (Founders) | 123 | \$15 | \$12 | \$20,000 | \$1,253 | None | 6 1/2% | \$8 sellers. |
| Do. (New Issue) | 24,000 | \$15 | \$12 | none | Nil. | Preferential of 7 per cent for 1904 | 4 1/2% | \$16 |
| China-Borneo Company, Limited | 60,000 | \$12 | \$12 | none | Nil. | 60 cents for 1903 | 8% | Tls. 74 |
| China Flour Mill Co., Limited | 4,000 | Tls. 50 | Tls. 50 | Tls. 25,000 | Tls. 1,942 | Tls. 6 for 1903 | ... | \$1 |
| China Light and Power Company, Limited | 30,000 | \$10 | \$10 | none | \$3,739 | None | ... | \$0 sellers. |
| China Provident Loan & Mortgage Company, Ltd. | 100,000 | \$10 | \$10 | \$8,000 | \$1,581 | 80 cents for 1904 | 9% | \$12 buyers. |
| E. L. Farm Company, Limited | 25,000 | \$7 1/2 | \$6 | ... | ... | \$1 1/2 for year ending 31.7.1903 | ... | Tls. 10 buyers. |
| E. L. Mondon, Limited | 7,000 | Tls. 50 | Tls. 50 | none | Dr. Tls. 152,318 | Tls. 5 for 1902 | ... | \$100 |
| Fraser and Neave, Limited | 4,500 | \$50 | \$50 | \$12,500 | \$2,706 | \$5 div. and \$2 1/2 bonus for 1903 | 7 1/2% | \$29 sellers. |
| Green Island Cement Company, Limited | 100,000 | \$10 | \$10 | \$350,000 | \$32,115 | \$1.50 for 1903 | 5% | \$23 sales. |
| Hall & Holtz, Limited | 21,000 | \$20 | \$20 | \$186,000 | \$13,104 | Interim of \$1 | 14% | \$160 buyers. |
| Hongkong & China Gas Company, Limited | 7,000 | £10 | £10 | £23,109 | £7,625 | £1 div. and 2/- bonus for 1903 | 6 1/2% | \$15 buyers. |
| Hongkong Electric Company, Limited | 30,000 | \$10 | \$10 | none | \$1,747 | \$100 } for year ending 30.4.1904 | 5 1/2% | \$9 buyers. |
| Hongkong High-Level Tramways Company, Ltd. | 1,250 | \$100 | \$100 | \$50,000 | \$2,796 | \$5 for year ending 30.11.1904 | 5 1/2% | \$205 sellers. |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$55,000 | \$5,844 | Interim of \$4 for 1904 | 6 1/2% | \$255 sales & b. |
| Hongkong Rope Manufacturing Company, Ltd. | 10,000 | \$50 | \$50 | \$50,000 | \$8,395 | \$10 for 1903 | 6 1/2% | \$155 buyers. |
| Hongkong Steam Waterboat Company, Limited | 15,000 | \$10 | \$10 | \$2,500 | \$299 | Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04 | 6 1/2% | \$20 |
| Kate Brothers, Limited | 10,000 | \$100 | \$100 | \$375,000 | ... | \$13 for 1903 | 9 1/2% | \$135 buyers. |
| Lane, Crawford & Co., Limited (Shanghai) | 2,500 | \$100 | \$100 | none | \$21,582 | Interim of \$5 | 8 1/2% | \$145 |
| Maatschappij tot Mijn. Bosch en Landbouwerij | 25,000 | Gs. 100 | Gs. 100 | Tls. 334,669 | Tls. 27,187 | 4th quarterly of Tls. 5, paid 15.12.04 | 13% | Tls. 270 sales. |
| Maynard and Company, Limited | 3,400 | \$10 | \$10 | none | \$803 | \$2 for year ending 31.10.1903 | 7 1/2% | \$27 buyers. |
| S. Moutrie & Company, Limited | 4,000 | \$50 | \$50 | \$1,000 | \$832 | Final of \$3 making \$5 for the year ending 30.6.04 | 9% | \$55 |
| Shanghai & Hongkong Dyeing and Cleaning Co., Ltd. | 1,200 | \$50 | \$50 | None | Dr. \$5,537 | None | ... | \$50 |
| Shanghai Gas Company, Limited | 16,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 7,548 | Interim of Tls. 3 1/2 for 1904 | 8% | Tls. 105 |
| Shanghai Horse Bazaar Company, Limited | 5,000 | Tls. 50 | Tls. 50 | Tls. 108,172 | Tls. 7,548 | Tls. 5 for 1903 | 5 1/2% | Tls. 85 |
| Shanghai Pulp and Paper Company, Limited | 4,500 | Tls. 100 | Tls. 100 | Tls. 45,000 | Tls. 3,288 | Interim of Tls. 6 for 1904 | 7 1/2% | Tls. 155 |
| Shanghai Waterworks Company, Limited | 10,000 | £20 | £20 | Tls. 10,000 | Tls. 3,288 | Interim of 15/- for 1904 | 6% | Tls. 400 buyers. |
| Singapore Dispensary, Limited | 6,000 | \$20 | \$20 | \$60,000 | \$800 | \$5 for year ended 31.7.1903 | 6% | \$80 |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | none | Dr. \$39,020 | None | ... | \$25 nominal |
| Steam Laundry Company, Limited | 10,000 | \$5 | \$5 | none | \$3,644 | 60 cents for year ended 31.5.04 | 8 1/2% | \$7 |
| Straits Ice Company, Limited | 2,000 | \$100 | \$100 | \$45,000 | ... | First year | ... | \$4 buyers. |
| Straits Trading Company, Limited | 250,000 | \$10 | \$10 | \$650,000 | \$83,493 | \$7 1/2 for second half year 1903 | 9 1/2% | \$160 sales. |
| Tientsin Native City Waterworks Company, Ltd. | 2,941 | Tls. 100 | Tls. 100 | Tls. 413 | Tls. 413 | \$1 div. and 25 cents bonus for half year ended 30.3.1904 | 6 1/2% | \$39 buyers. |
| Tientsin Waterworks Co., Limited | 2,000 | T.Tls. 100 | T.Tls. 100 | Tls. 15,259 | Tls. 667 | Tls. 2 for half year | ... | T.Tls. 110 |
| United Asbestos Oriental Agency, Limited | 9,000 | \$10 | \$10 | \$20,000 | \$1,040 | Final of Tls. 4 making Tls. 8 for 1903/4 | 6 1/2% | T.Tls. 130 |
| Do. (Founders) | 100 | \$10 | \$10 | \$20,000 | \$1,040 | 90 cents } for year ending 31.5.1904 | 5 1/2% | \$9 buyers. |
| Watkins, Limited | 210,000 | \$16 | \$16 | \$4,802 | \$1,402 | \$1 for 1903 | 10 1/2% | \$180 buyers. |
| William Powell, Limited | 12,000 | \$10 | \$10 | \$3,000 | \$583 | Final of 70 cents making \$1.20 for the year ending 30.6.1904 | 6 1/2% | \$24 |